

Homewood Station Transit Oriented Development Study

Public Meeting 3
February 24th, 2015

Agenda

- 1. Introduction - 10 min**
- 2. TRID and Project Context - 10 min**
- 3. TRID Findings - 35 min**
- 4. TRID Feasibility - 20 min**
- 5. Next Steps - 10 min**
- 6. Panel Questions and Answers - 30 min**
- 7. Final Comments - 10 min**

Introduction

Team Introduction **Advisory Committee:**

Matt Barron - Policy Manager - Office of the Mayor

Jamil Bey - Pittsburgh Community Reinvestment Group

Rev. Ricky Burgess - City Council - District 9

Marita Bradley - Councilman Burgess's Office

Haesha Cooper - Urban Innovation 21

Melvin Hubbard El - Representative Gainey's Office

Grant Ervin - Sustainability Manager - Office of the Mayor

Ed Gainey - Pennsylvania House of Representatives - District 24

Marteen Garay - Homewood Business Association / Urban Innovation21

Elwin Green - Save Race Street Committee / Homewood Nation

Alex Hanson - Pittsburgh Community Reinvestment Group

Seth Hufford - Point Breeze North Development Corporation

Jerome Jackson - Operation Better Block

Ronald J. Joseph - Pittsburgh Board of Education

Kilolo Luckett - Point Breeze North Development Corporation

Breen Masciotra - Port Authority of Allegheny County

Emily Mitchell - Urban Redevelopment Authority of Pittsburgh

George Moses - East Liberty Family Healthcare Center

Team Introduction **Advisory Committee: (continued)**

Steve Novotny - Pittsburgh Community Reinvestment Group

Ann Ogoreuc - Allegheny County Economic Development

Blyden O'Terry - Point Breeze North Development Corporation

Justin Pizzella - East End Food Co-op

Dennis Puko - PA Department of Community & Economic Development

Henry Pyatt - Small Business and Redevelopment Manager - Office of the Mayor

Patrick Roberts - Department of City Planning

Chris Sandvig - Pittsburgh Community Reinvestment Group

Rebecca Schenck - Urban Redevelopment Authority of Pittsburgh

Michael Smith - Department of City Planning

Dianne B. Swann - Rosedale Block Cluster

Dave Totten - Southwestern Pennsylvania Commission

Ted Vasser - Pittsburgh Board of Education

Chelsea Wagner - Point Breeze North Resident

Rev. John Wallace - Bible Center Church

Rev. Samuel Ware - Building United of Southwestern Pennsylvania

Jeff Wetzel - Point Breeze North Development Corporation

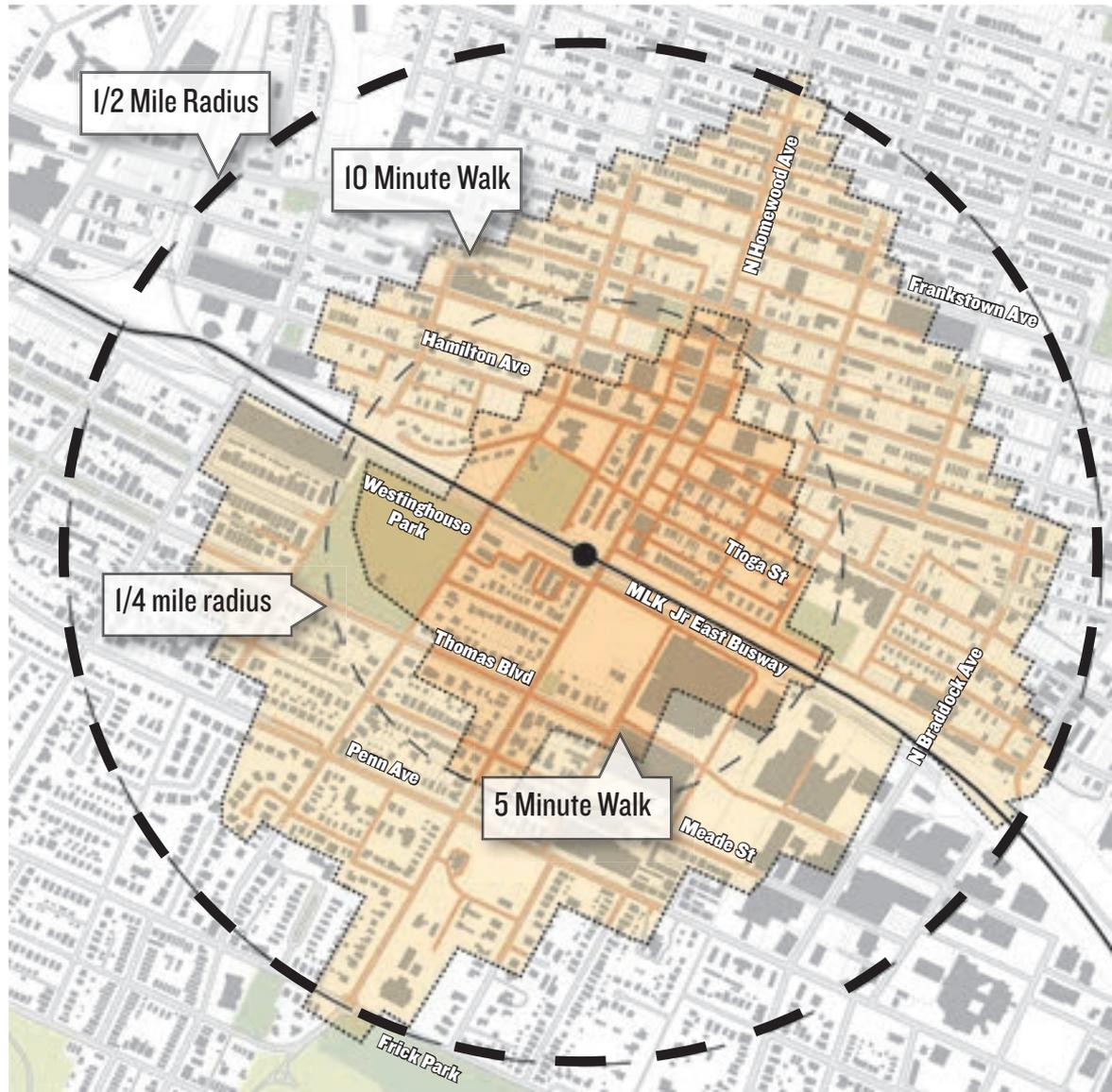
David Wohlwill - Port Authority of Allegheny County

Study Goal

- **Identify key public improvements to support the implementation of transit oriented development around Homewood Station**
- **Assess the viability of a Transit Revitalization Investment District as a financing tool**

TRID Study Area

- **TRID focus:**
projects within a
1/2 mile radius of
the station



Study Process & Timeline

Homewood Station TOD Study:

Phase 1 Analysis

- Public Meeting 1
November 2014

Phase 2 Exploring Scenarios

- Public Meeting 2
December 2014

Phase 3 TRID Plan

- Public Meeting 3
February 2015

Build on past planning:
Bridging the Busway (2010-11)

Integrate ongoing planning:

Homewood Cluster Planning (2014-15)

East Busway Corridor Revitalization Project (2014-2015)

Goals for Tonight

- **Walk through findings of the study**
- **Address questions and comments**
- **Discuss potential next steps**

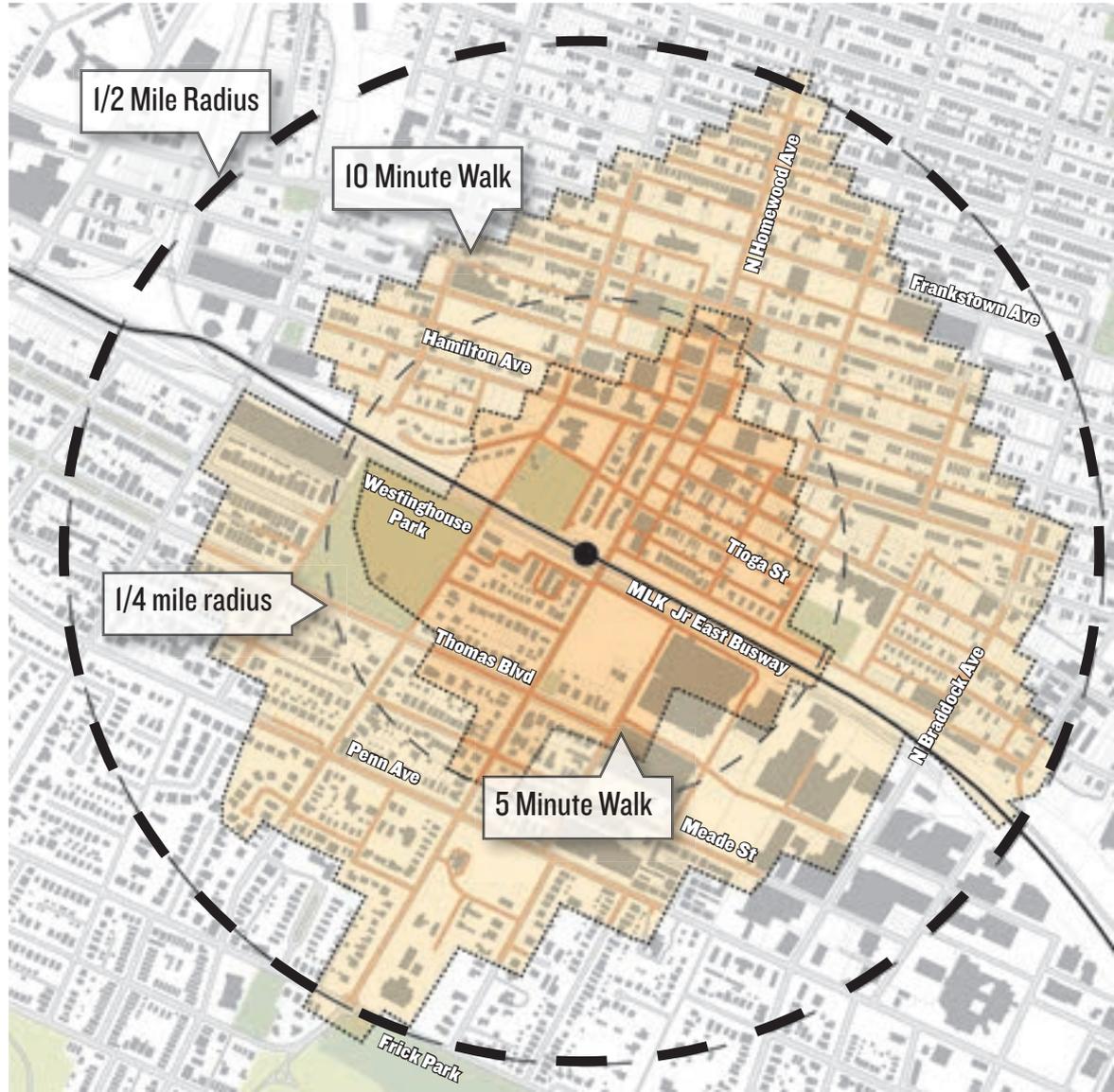
TRID and Project Context

What is TRID?

- **Transit Revitalization Investment District (TRID)**
- **A tool for implementing transit oriented development**
- **TRID Goal: Capture the value of designated new development projects to fund improvements that benefit the community**
 - **Creates a district around a transit station**
 - **Identifies “developable” sites**
 - **Identifies projects to assist for implementation**

TRID Study Area

- **TRID focus:**
projects within a
1/2 mile radius of
the station



What is TRID?

- **Captures real estate taxes from specific new larger scale development projects (not existing homes or businesses)**
- **Funds are used to implement “public improvements” in the transit station district**

What is TRID?

Real Estate Taxes from Assigned Development Projects



TRID Fund
(20 Year period)



75%

25%



City, Schools
& County

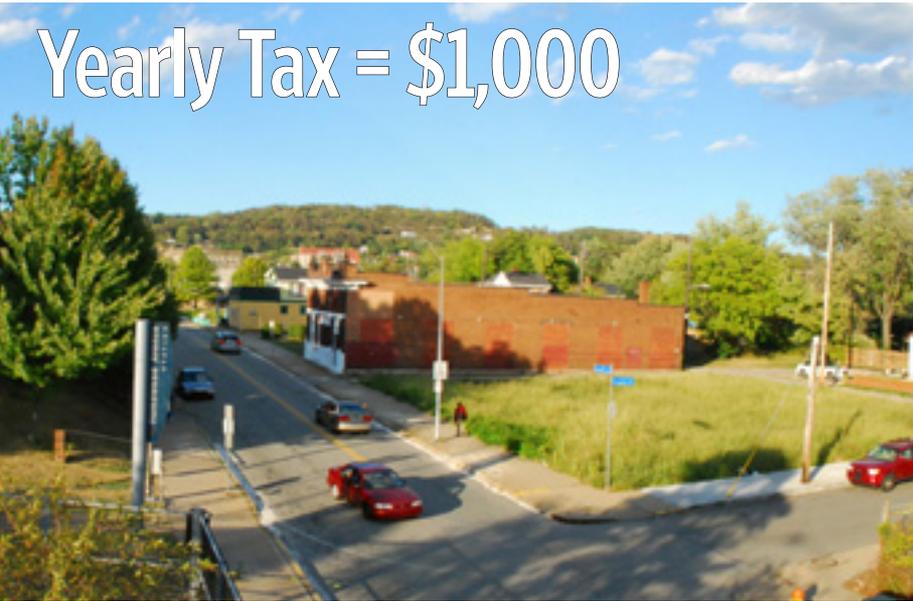
Priority Public Improvements



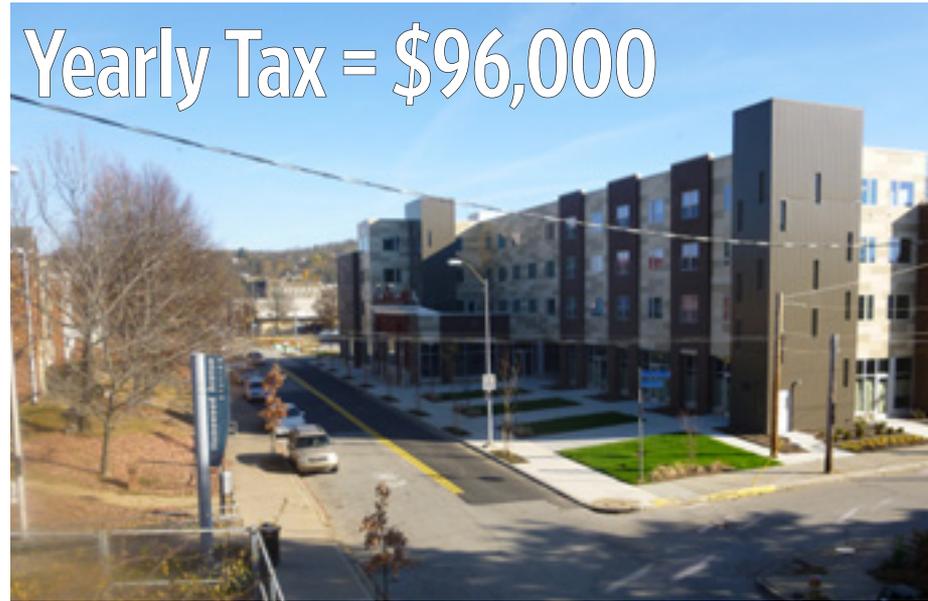
What is TRID?

For Example:

Yearly Tax = \$1,000



Yearly Tax = \$96,000



A portion of the difference: \$95,000 - can be used to make “public improvements” within the station district. Over 20 years this will generate \$1 million.

Why TRID?

- **Leverage the Busway as a community asset**
- **Use the transit station to jump start revitalization:**
 - **Help implement existing community plans**
 - **Improve access and connections to transit**
 - **Help revitalize Homewood's business district**
 - **Help build more housing close to transit**

How can TRID funds be used?

- **Pay for improvements to public spaces like the Busway station and the streets around it**



Help Improve Station Underpass

Help Create Transit Amenities

How can TRID funds be used?

- **Support development on vacant land around the station**



Help Fund New Development

How can TRID funds be used?

- **A TRID district could be a tool to help implement ideas from the existing community plans**
- **TRID cannot do everything, but it could help fund key projects**

Building on Existing Community Plans

- **Homewood and Point Breeze North have existing and ongoing community plans**
- **Our study builds on:**
 - **Bridging the Busway (2011)**
 - **Homewood Cluster Planning (2014-15)**
 - **East Busway Corridor Revitalization Project (2014-2015)**

Building on Existing Community Plans

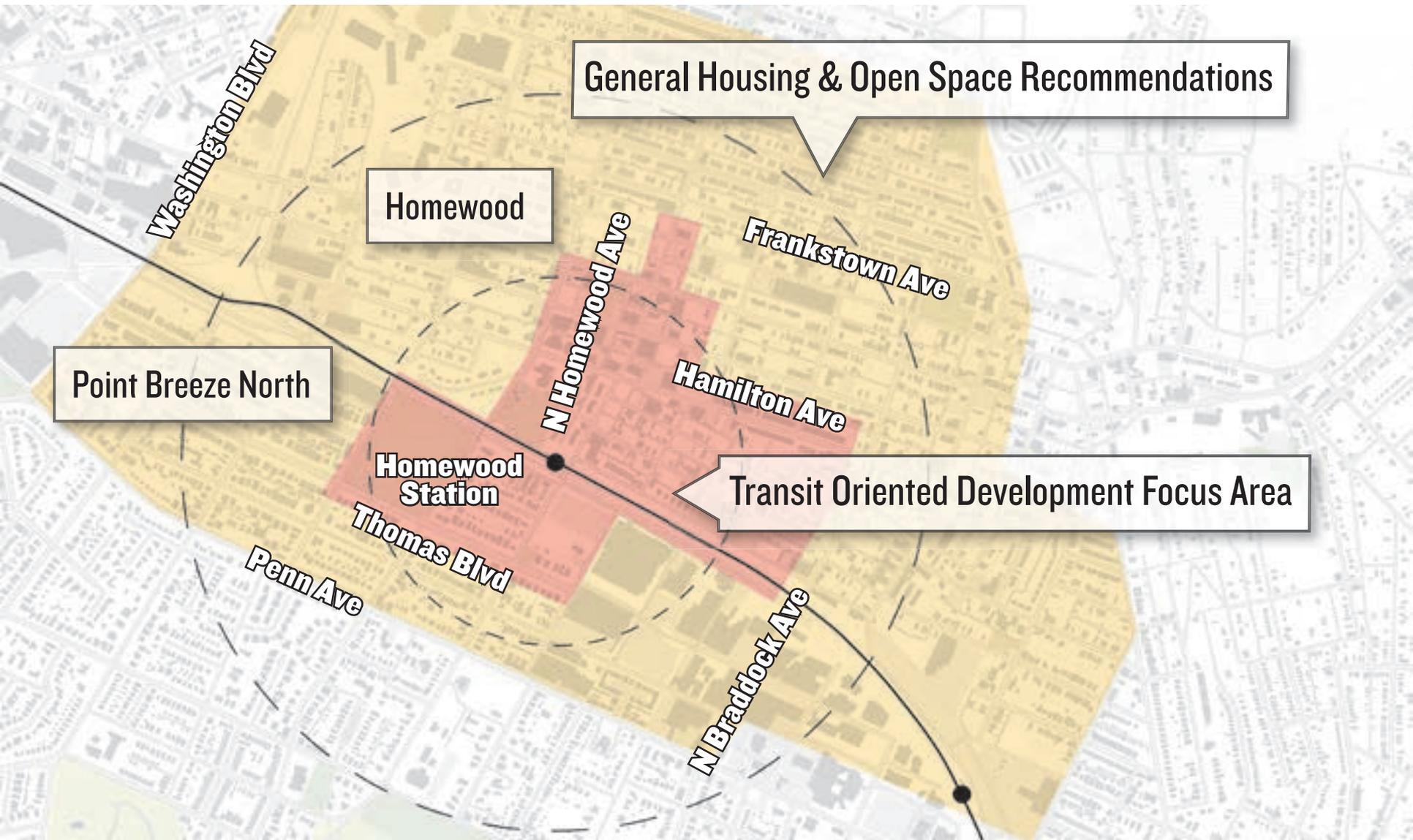
- **Bridging the Busway (2011):**
 - **URA in collaboration with community organizations**
 - **Both Homewood and Point Breeze North**
 - **Focus on: Transit Oriented Development**

Revitalizing Homewood Business District

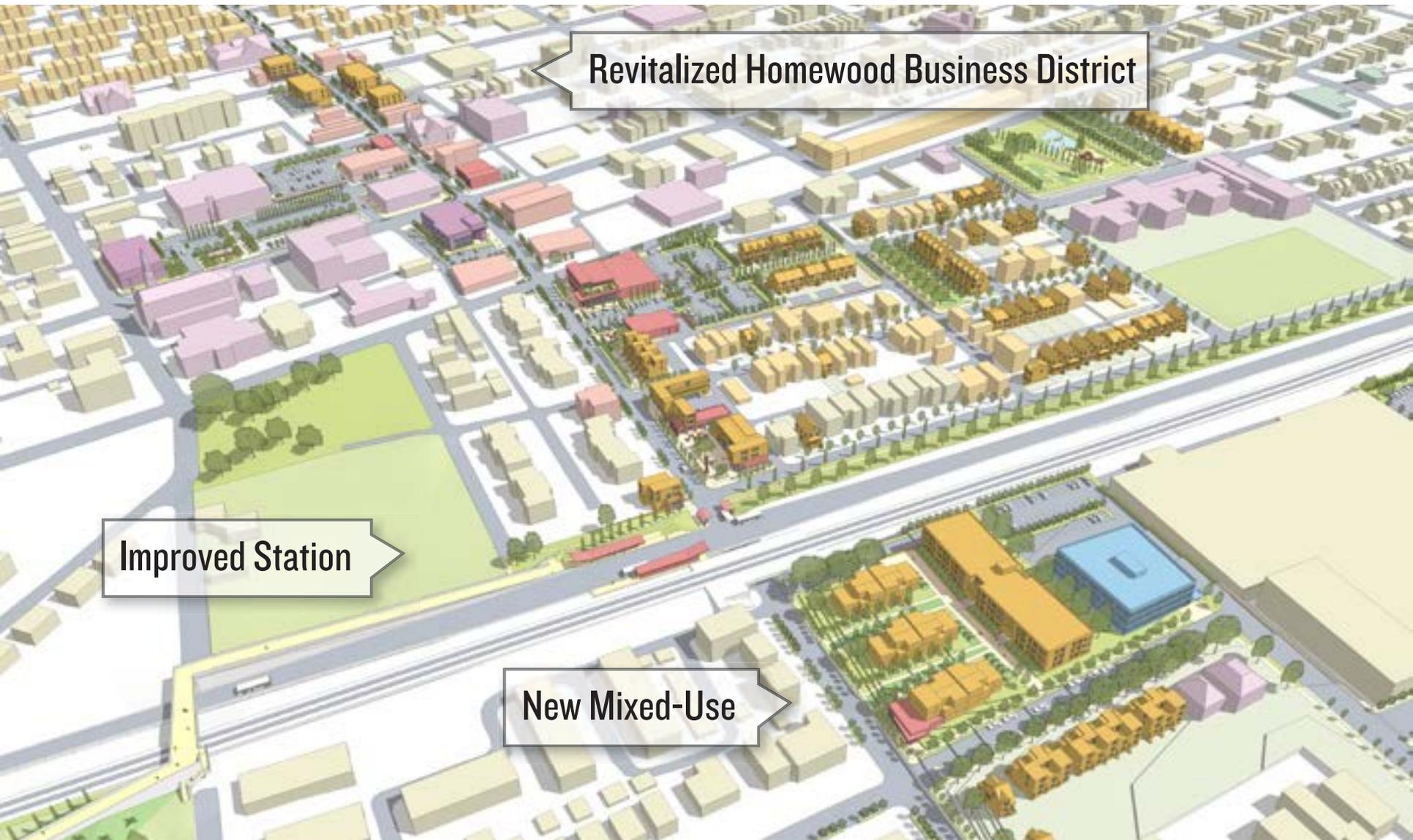
Creating new housing near the station

Improving Homewood Station

Bridging the Busway Plan



Bridging the Busway Plan



Revitalized Homewood Business District

Improved Station

New Mixed-Use

Bridging the Busway Plan

Source:
Bridging the Busway



New Mixed-Use

Cultural Destination Uses

New Mixed-Use

Grocery Store

Homewood
Station

New Office Uses

Small Retail

Bridging the Busway Plan



Storefront Renovations

New Businesses & Offices

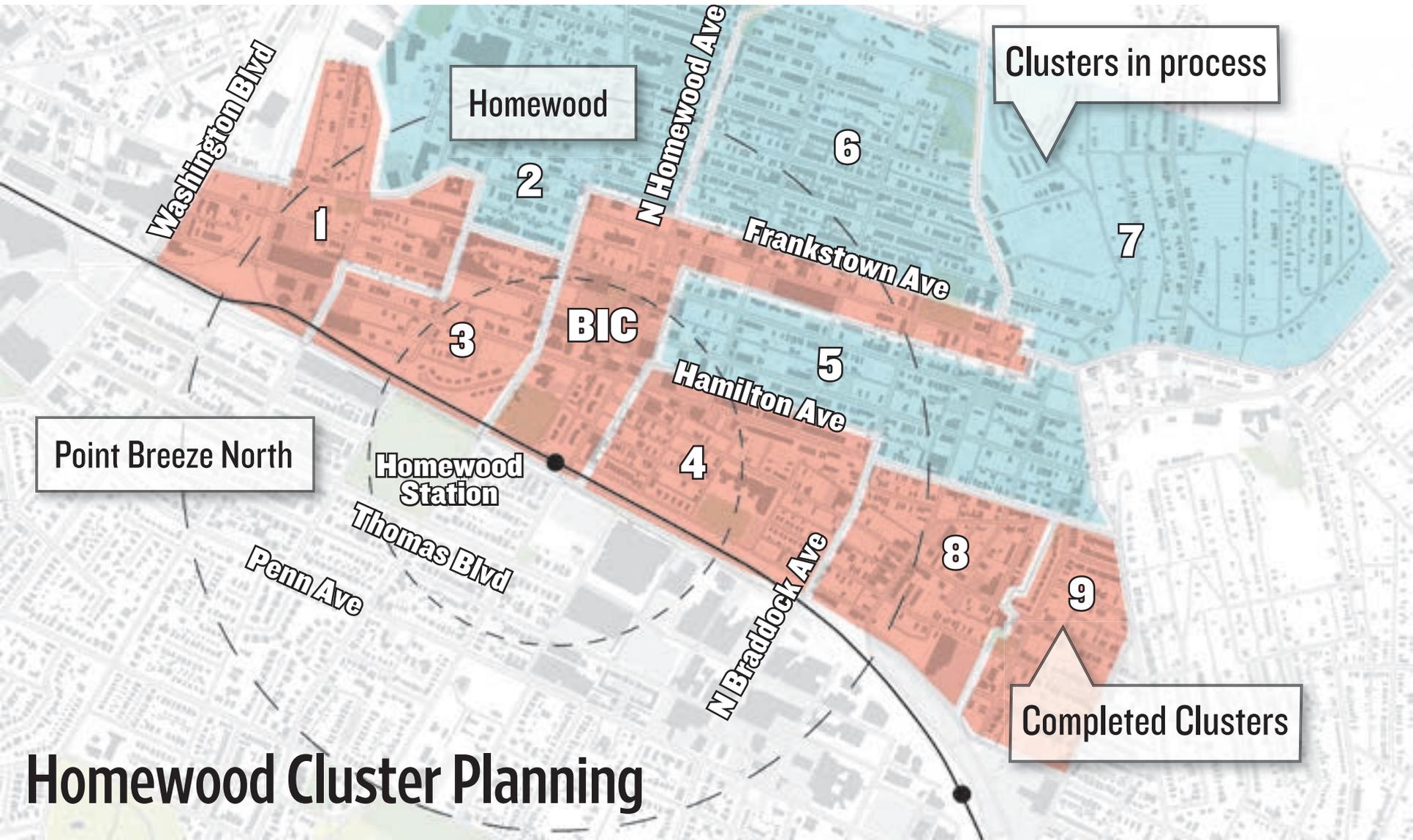
New Arts & Culture Destinations

Bridging the Busway

Homewood Cluster Planning

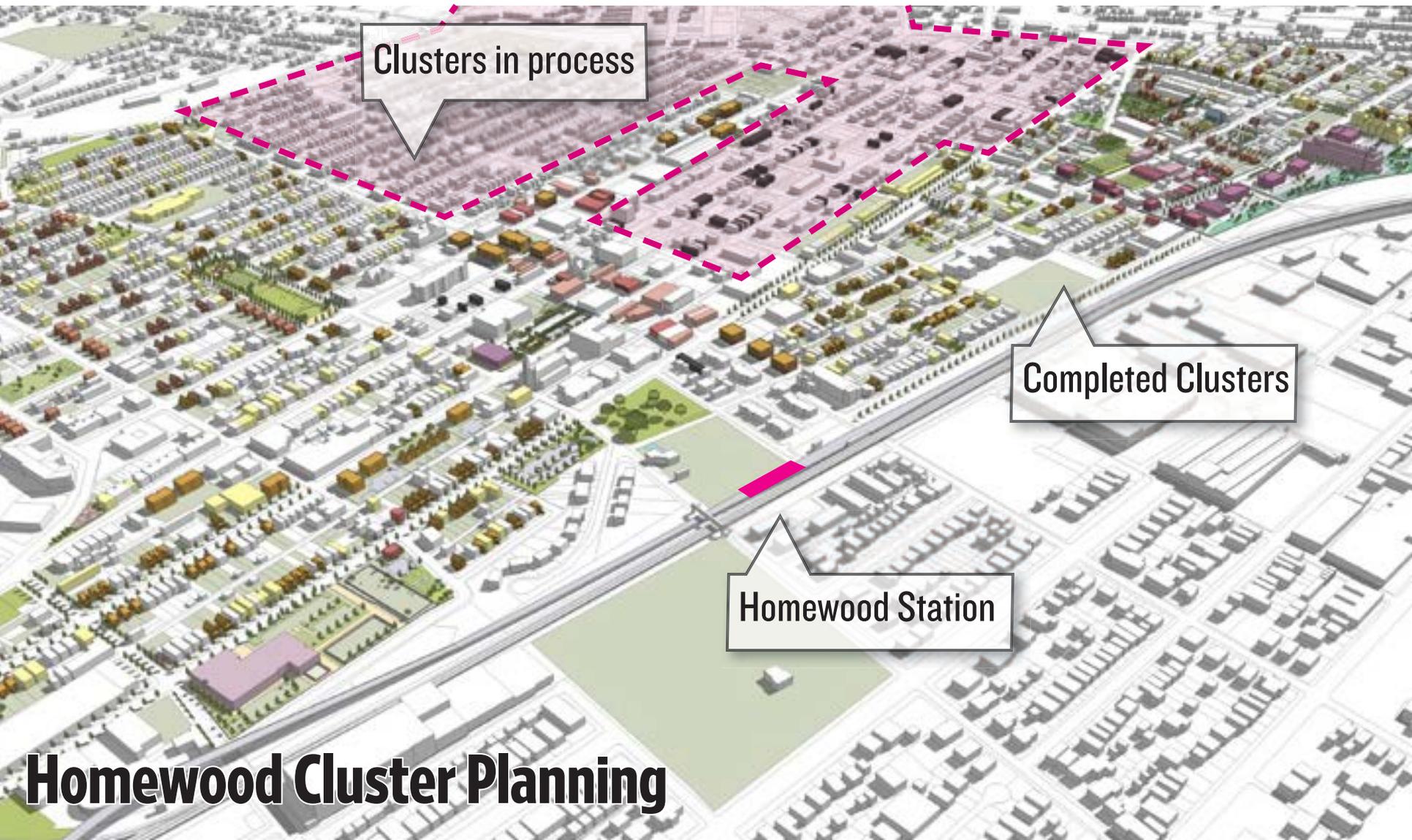
- **Homewood Cluster Planning (2014-15):**
 - **Operation Better Block**
 - **Detailed land use planning for Homewood**
 - **Extensive resident engagement & participation**
 - **Works on one area of the neighborhood at a time**
 - **Focus on: The future of vacant property**
 - Housing infill and renovation**
 - Revitalizing Homewood Business District**

Homewood Cluster Planning



Homewood Cluster Planning

Homewood Cluster Planning



Clusters in process

Completed Clusters

Homewood Station

Homewood Cluster Planning

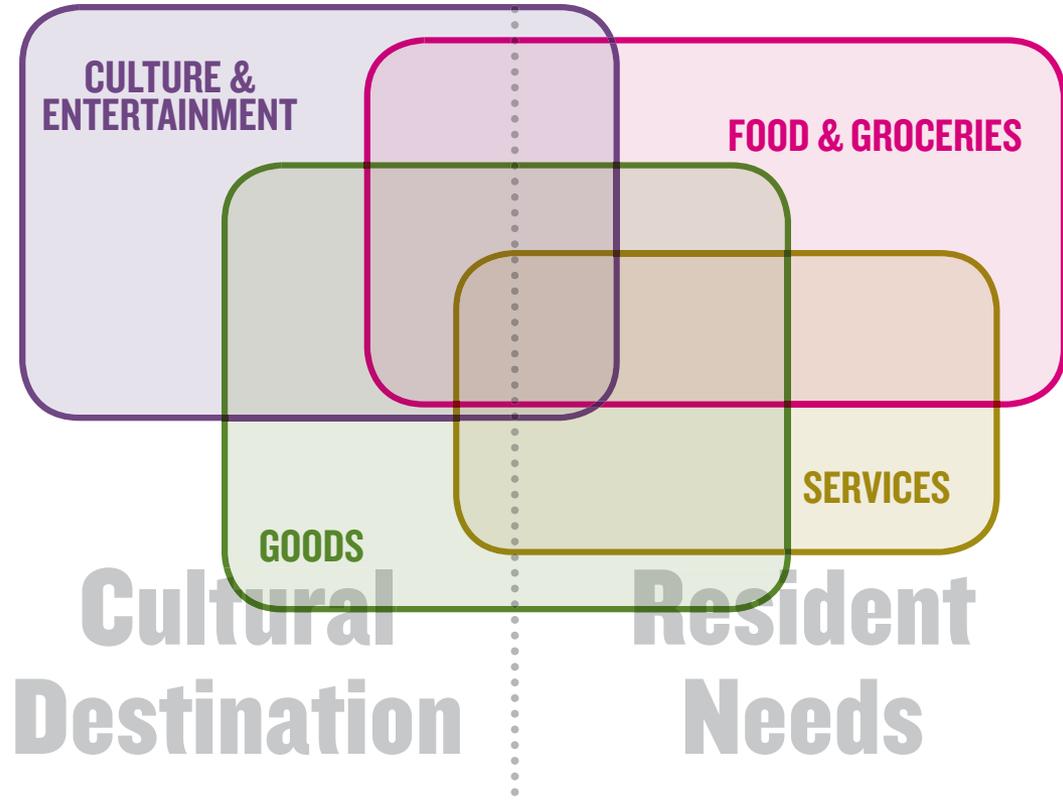
Homewood Cluster Planning

**Proposed Homewood
Business District Identity:**

**A REGIONAL AFRICAN-AMERICAN
CULTURAL DESTINATION**

Identifying Business District Uses:

Definitely
Good Idea
Maybe Not

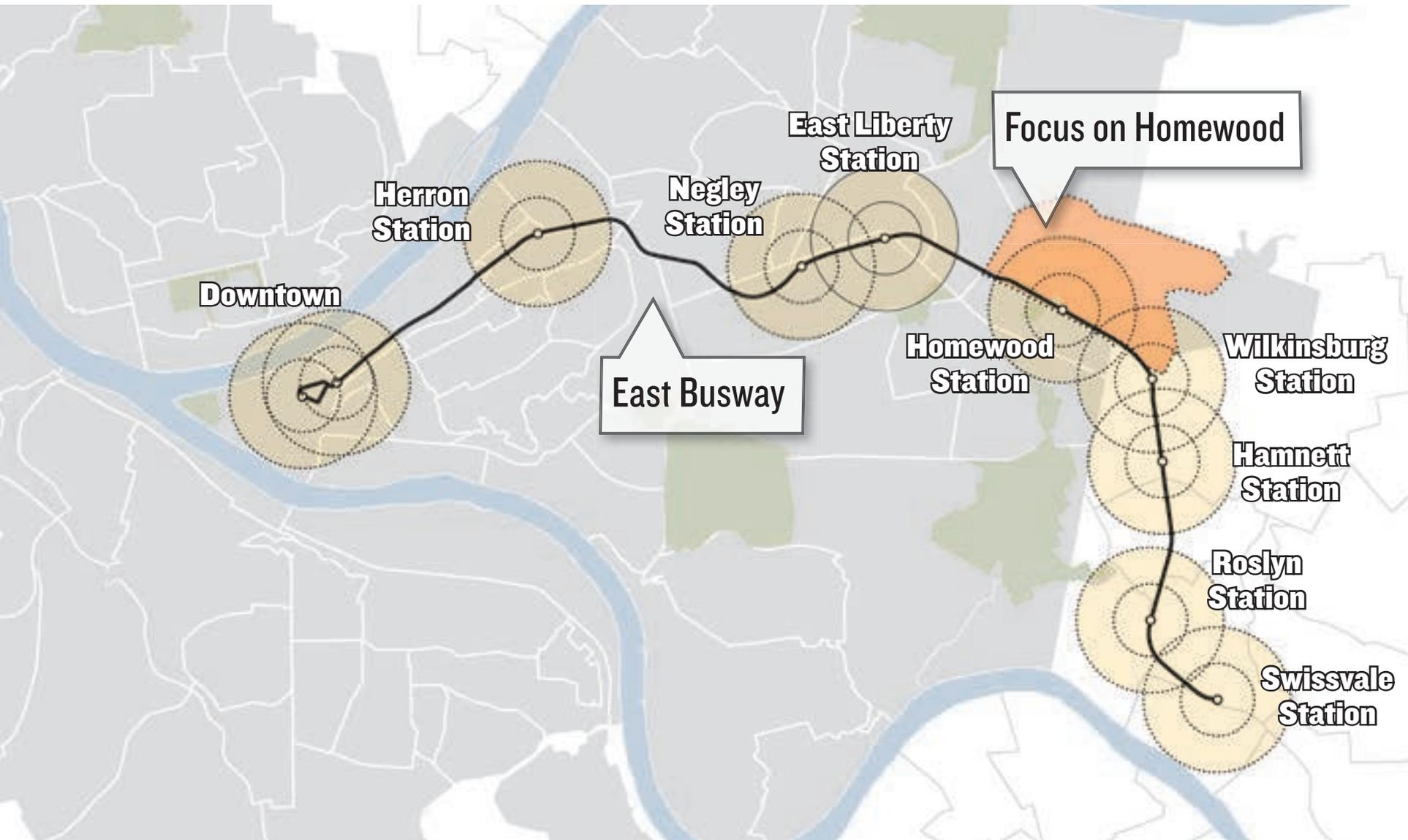


Homewood Cluster Planning

East Busway Corridor Revitalization Project

- **East Busway Corridor Revitalization Project (2014-2015)**
 - **Pittsburgh Community Reinvestment Group (PCRG)**
 - **A policy study, not a physical plan**
 - **Studying the entire Busway, with a pilot in Homewood**
 - **Focus on: Policy and principles for equitable development**
 - Preventing displacement from communities**
 - Preserving affordability & access to transit**
 - Strategies for workforce development**

East Busway Corridor Revitalization Project



TRID Findings

TRID Findings Process

- **Developing concepts for Priority Public Improvements**
- **Identifying potential development sites based on past planning, market study, and conversation with residents, property owners and developers.**
- **Classifying development sites as likely or possible based on projects with know funding or developer interest**
- **Estimating the tax increment development would generate**

TRID Findings Process

- **Identifying scenarios that balance the cost of priority public improvements with funds generated by new development**

\$ Cost of public improvements



\$ Tax increment from development



Meeting 1: Prioritizing types of public improvements

QUESTIONS: Based on the types of things TRID can help pay for, which are most important to you? Are there any important ideas missing in the prior planning we've described?

Homewood Station Transit Oriented Development Study
ura

- 1. Help bring new businesses to Homewood**

- 2. Help build new housing (both affordable and market rate)**

- 3. Improve the busway station and its surroundings**

- 4. Add better lighting, trees and furniture to streets**

- 5. Improve, expand and maintain nearby parks**

- 6. Improve pedestrian routes to nearby schools**

- 7. Help with flooding issues (on streets and in basements)**

- 8. Improve bicycle routes and parking in the neighborhood**


Potential Public Improvements funded by TRID:

- 1. Improve the busway station and its surroundings**
- 2. Help bring new businesses to Homewood**
- 3. Add better lighting, trees and furniture to streets**
- 4. Improve pedestrian routes to nearby schools**
- 5. Help build new housing (both affordable and market rate)**
- 6. Improve, expand and maintain nearby parks**
- 7. Help with flooding issues (on streets and in basements)**
- 8. Improve bicycle routes and parking in the neighborhood**

Scenario 1 - Based on Likely Development

- **Focus on top priority public improvements close to Homewood Station**
- **Based on Likely development - sites known to either be in the design, funding or construction stage, or have significant developer interest**

Potential uses of TRID funds - Rank: 1st



Help Improve Station Underpass



Help Improve Station Entry

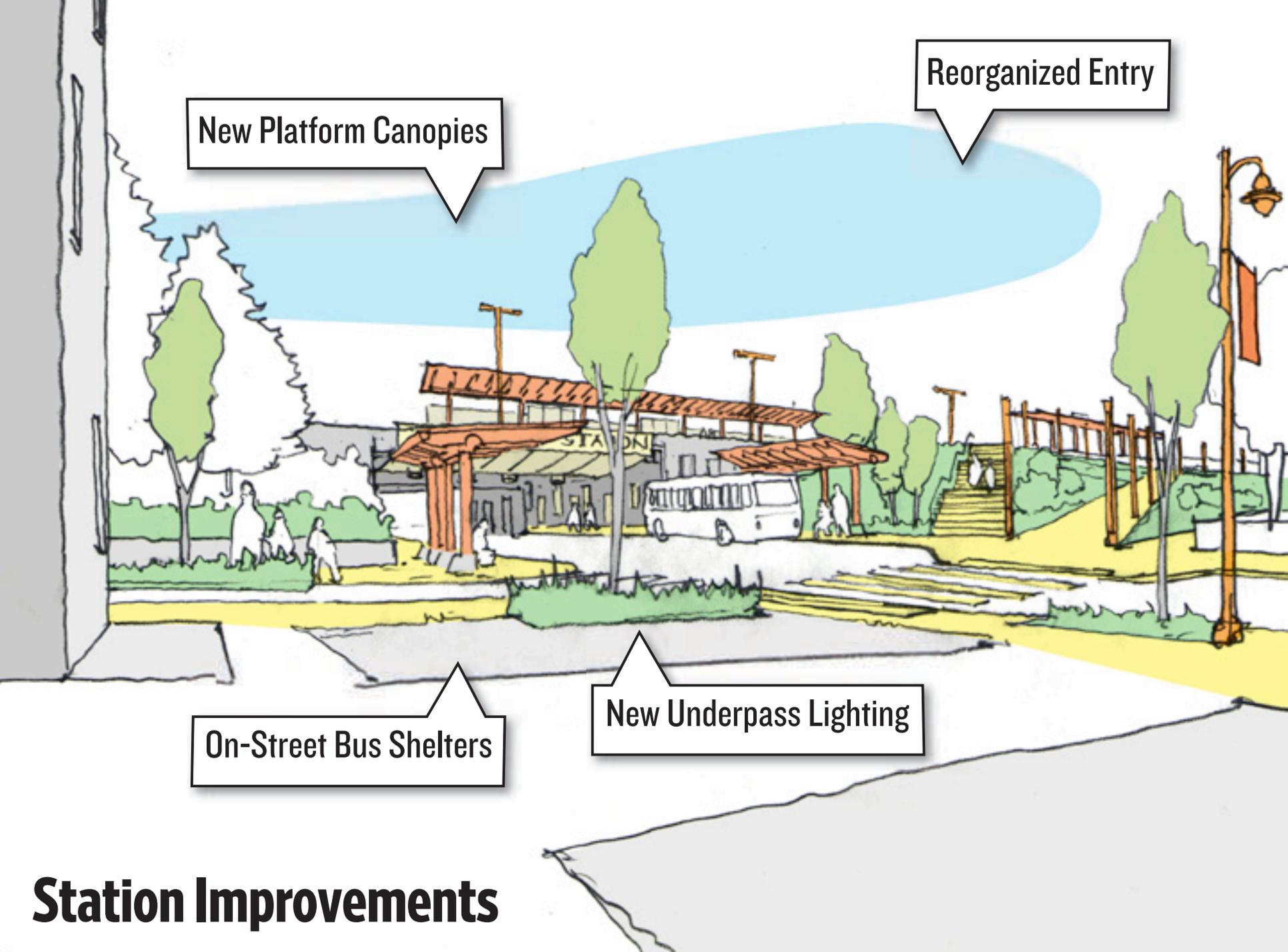
Help Create Transit Amenities

Improve the busway station and its surroundings

Existing Station

Station Improvements





New Platform Canopies

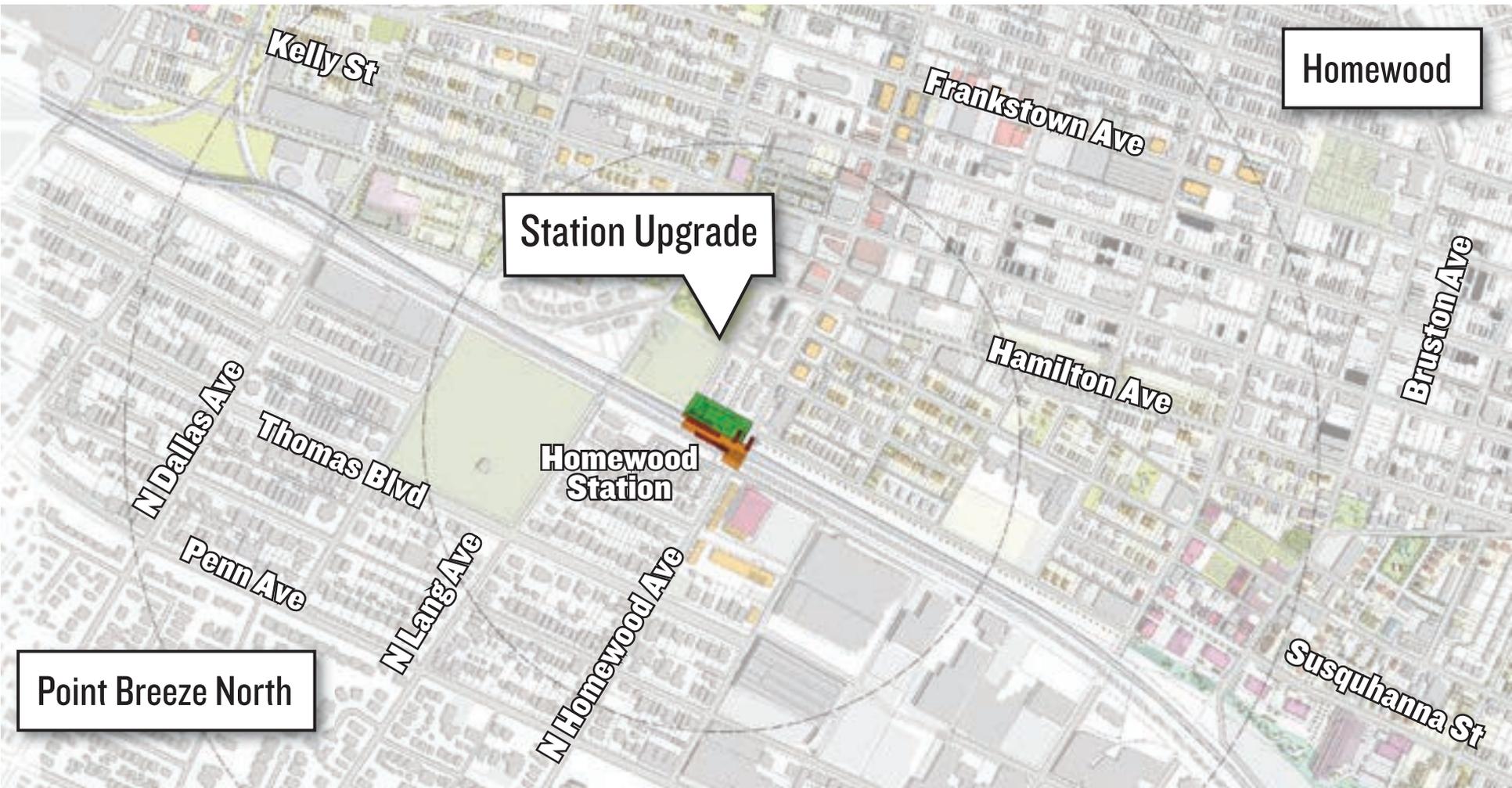
Reorganized Entry

On-Street Bus Shelters

New Underpass Lighting

Station Improvements

Priority Public Improvements



Homewood

Station Upgrade

Point Breeze North

Limited Station Improvements

Cost Estimate: \$2.8 Million

Potential uses of TRID funds - Rank: 1st



Help Improve Station Underpass



Help Improve Station Entry

Help Create Transit Amenities

Improve the busway station and its surroundings

Potential uses of TRID funds - Rank: 6th



Help Improve Westinghouse Park



Help Improve Stargell Field

Improve, expand and maintain nearby parks



Existing Station

Stargell Field

Lang Pedestrian Connection

New Walkway to Platform

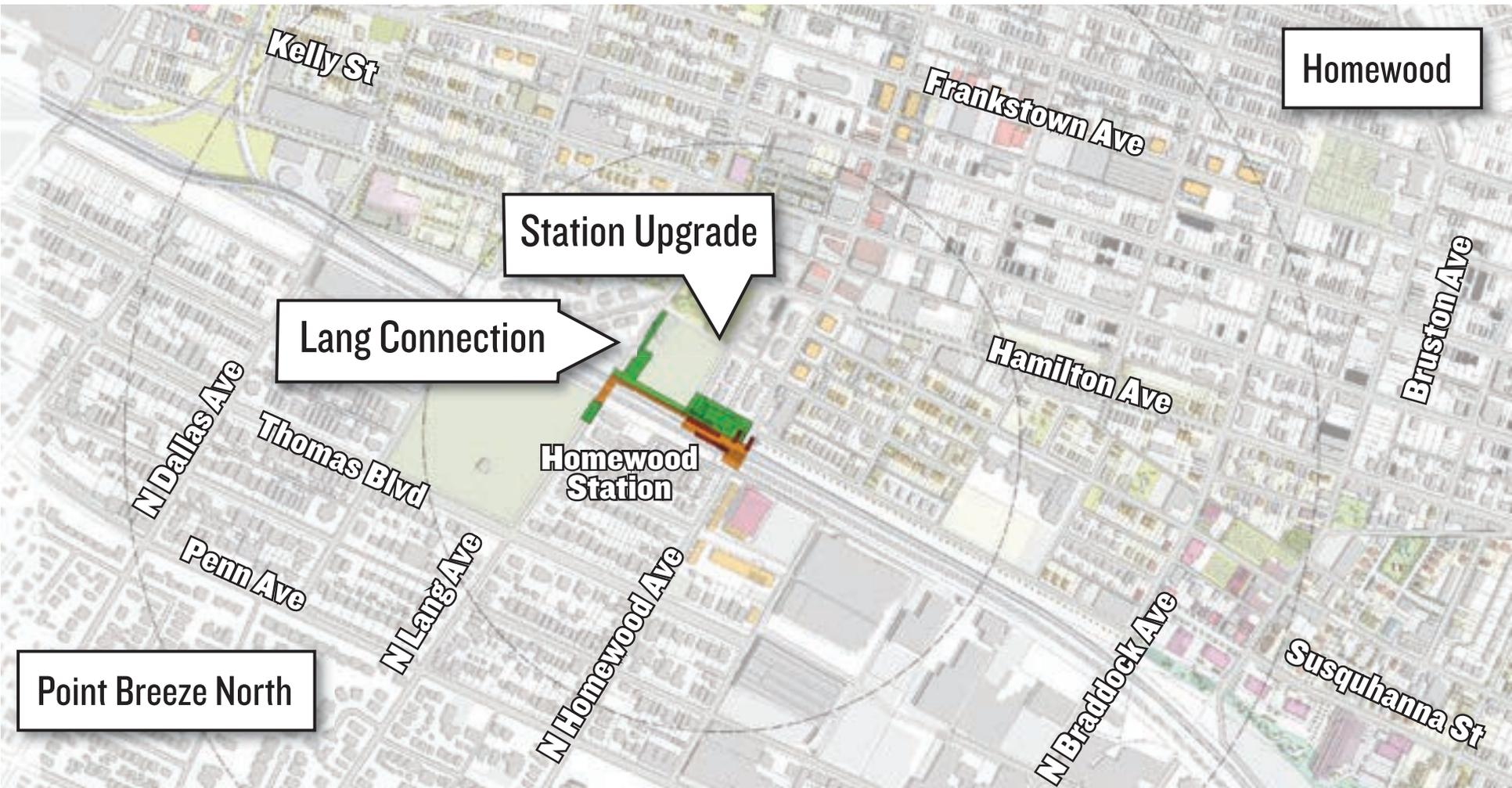
Rebuilt Playground

New Bridge Fencing & Lighting



Lang Pedestrian Connection

Priority Public Improvements



Lang Pedestrian Connection

Cost Estimate: \$2.1 Million

Potential uses of TRID funds - Rank: 2nd



Help Fund New Development



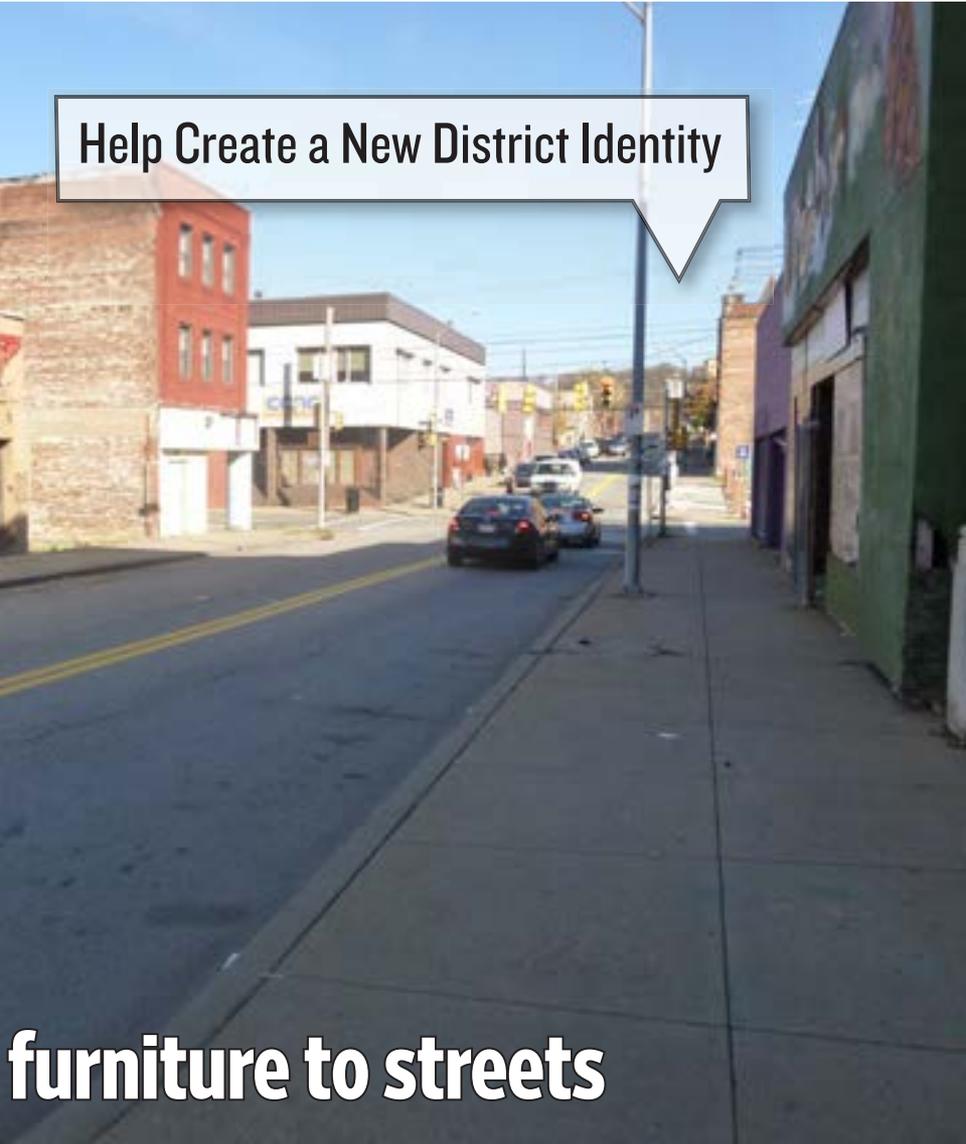
Help Support Renovation & Infill

Help bring new businesses to Homewood

Potential uses of TRID funds - Rank: 3rd



Help Create a New District Identity



Help Improve the Pedestrian Environment

Add better lighting, trees and furniture to streets

Potential uses of TRID funds - Rank: 5th

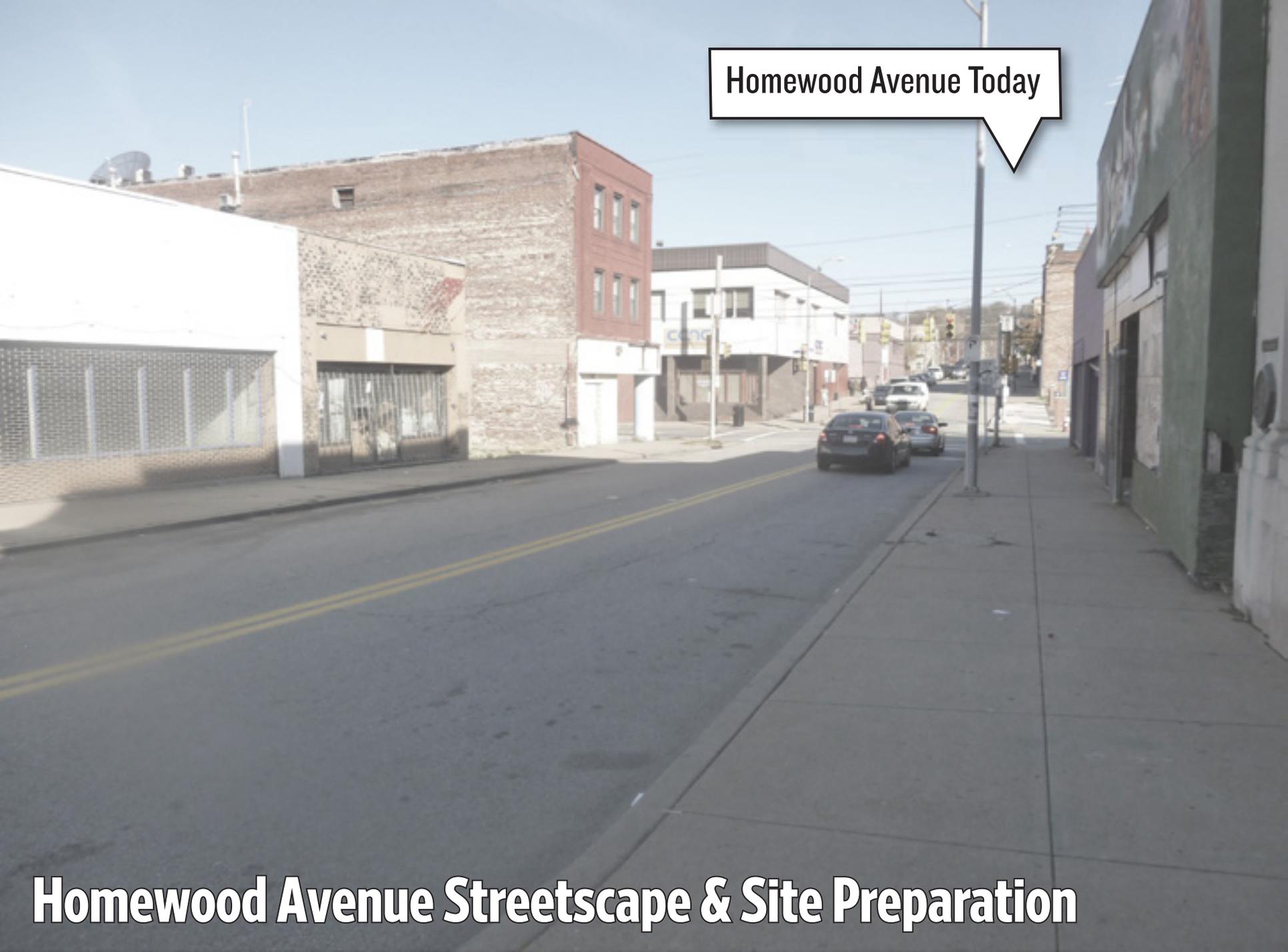


Help Infill Vacant Lots



Help Create Affordable Housing

Help build new housing (both affordable and market rate)

A street-level photograph of Homewood Avenue. The scene shows a two-lane road with double yellow lines, a concrete sidewalk on the right, and various commercial buildings on the left. A white speech bubble with a black border is positioned in the upper right quadrant, containing the text 'Homewood Avenue Today'. The sky is clear and blue. In the distance, a traffic light and more buildings are visible.

Homewood Avenue Today

Homewood Avenue Streetscape & Site Preparation

Renovated Storefronts

New Lights & Banners

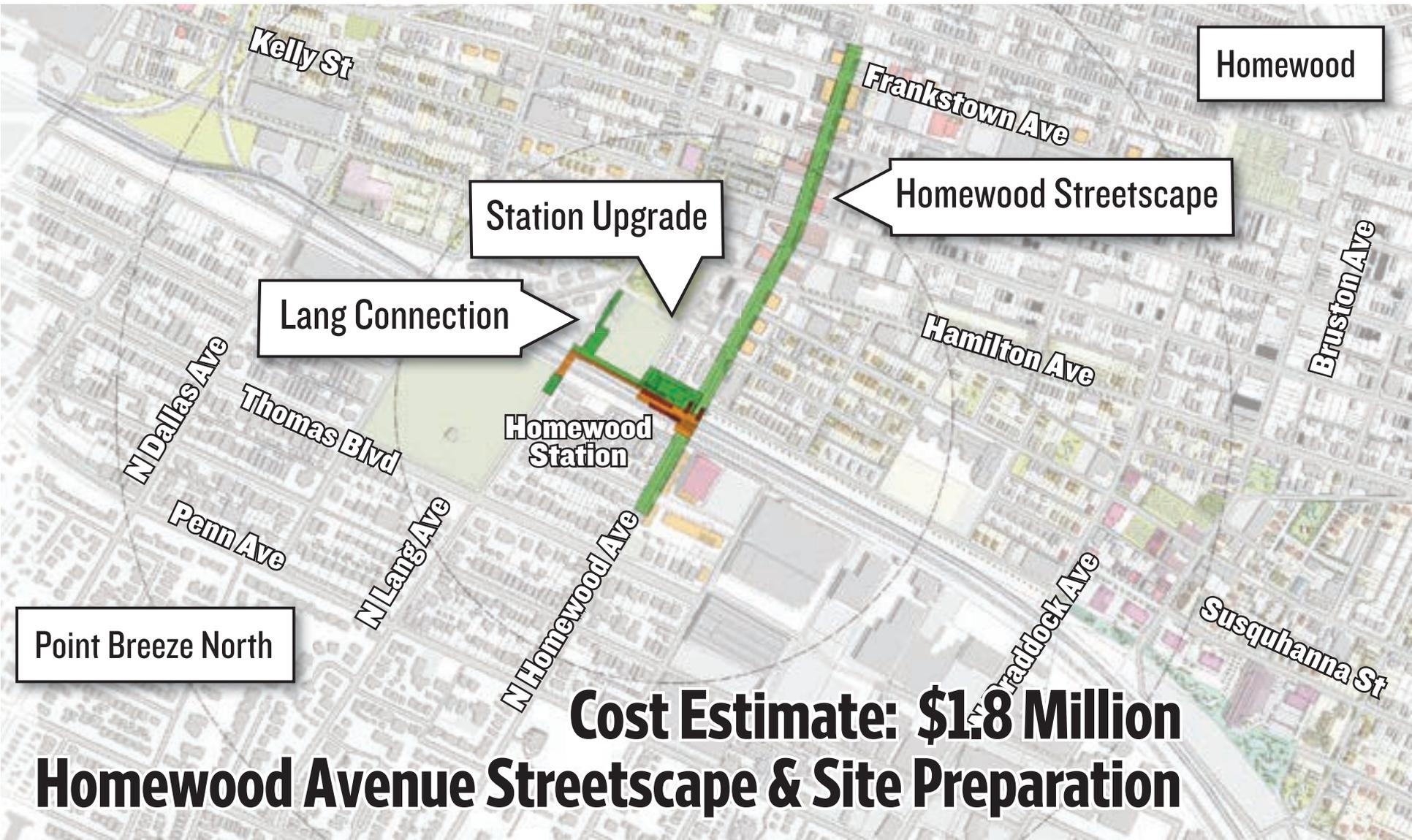
New Street Trees

New Street Furniture

Homewood Avenue Streetscape & Site Preparation



Priority Public Improvements



Homewood

Station Upgrade

Lang Connection

Homewood Streetscape

Homewood Station

Point Breeze North

Cost Estimate: \$1.8 Million
Homewood Avenue Streetscape & Site Preparation

Potential uses of TRID funds - Rank: 4th



Help Improve Routes to Faison K-8



Help Improve Routes to Faison K-8

Improve pedestrian routes to nearby schools

Potential uses of TRID funds - Rank: 7th



Help Mitigate Basement Flooding



Help Mitigate Larger Negley Run Watershed

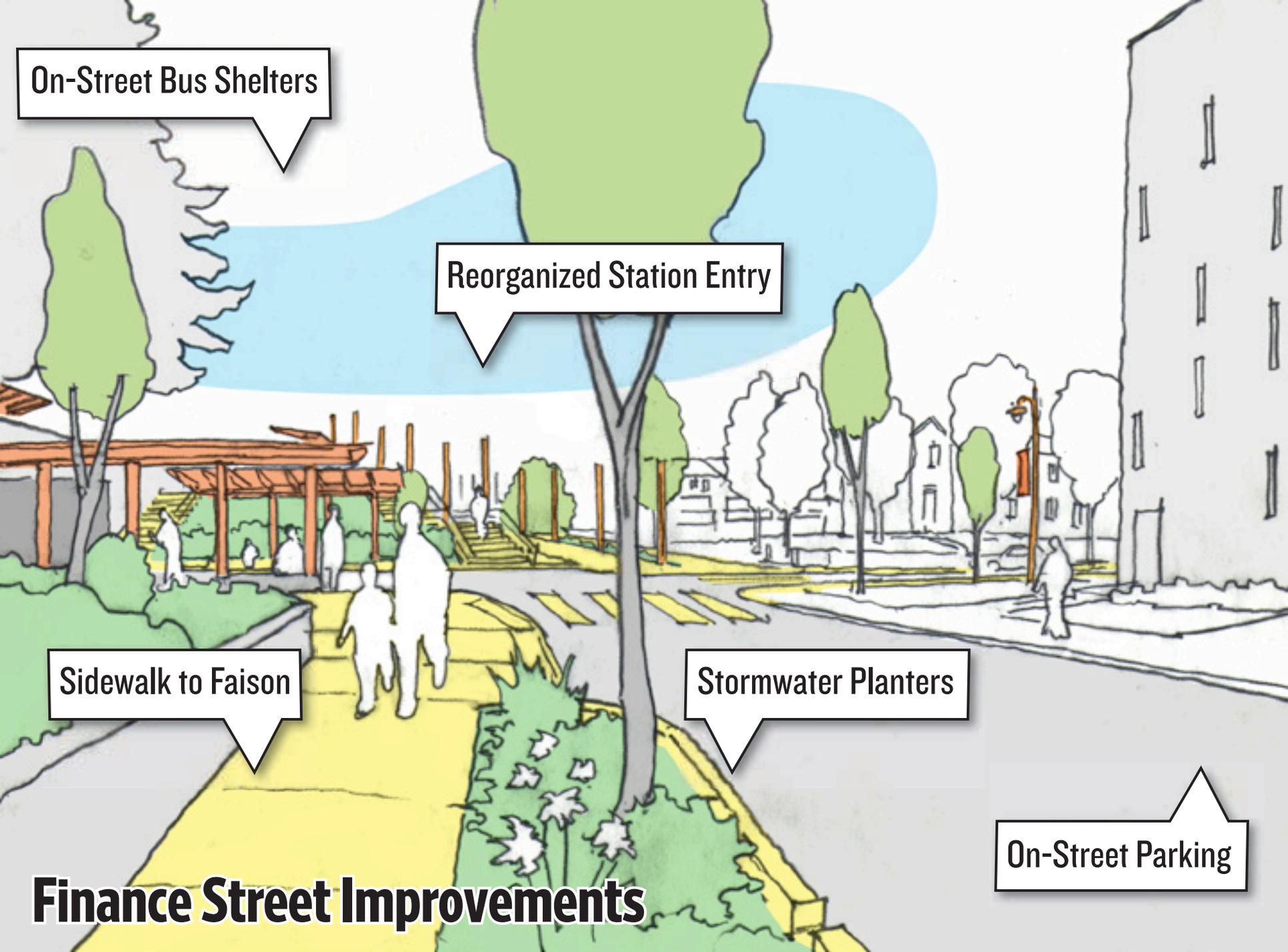
Help with flooding issues (on streets and in basements)



Existing Station

Finance Street Today

Finance Street Improvements

An architectural rendering of a city street improvement project. The scene shows a wide sidewalk on the left with a yellow-paved path leading towards a building under construction. A large tree stands in the center, with a yellow-paved area around its base. To the right, there's a street with a crosswalk, a stormwater planter, and a building. Callout boxes point to various features: 'On-Street Bus Shelters' (top left), 'Reorganized Station Entry' (center), 'Sidewalk to Faison' (bottom left), 'Stormwater Planters' (bottom center), and 'On-Street Parking' (bottom right). The title 'Finance Street Improvements' is at the bottom left.

On-Street Bus Shelters

Reorganized Station Entry

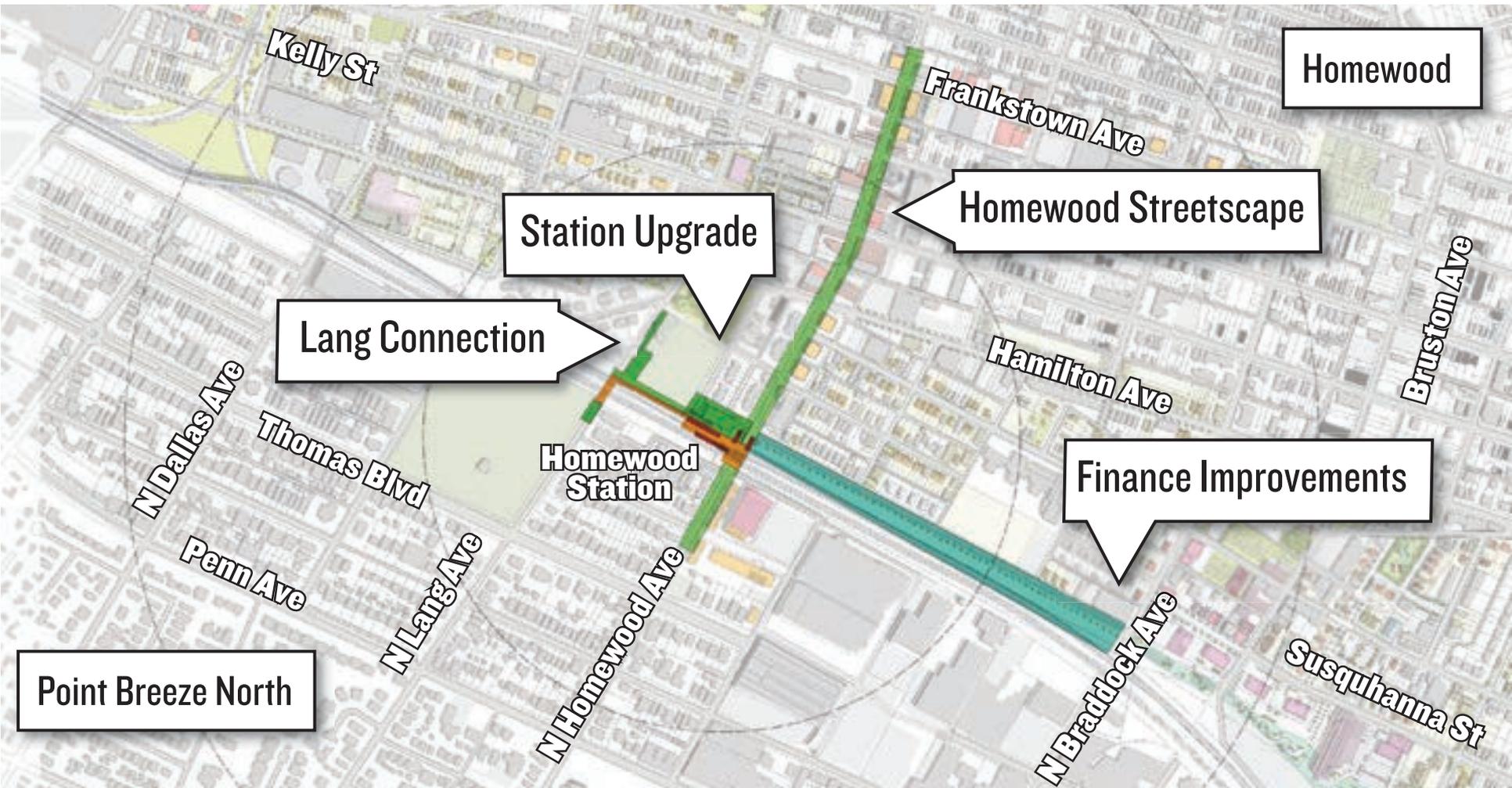
Sidewalk to Faison

Stormwater Planters

On-Street Parking

Finance Street Improvements

Priority Public Improvements



Point Breeze North

Homewood

Station Upgrade

Lang Connection

Homewood Streetscape

Finance Improvements

Finance Street Improvements

Cost Estimate: \$1.0 Million

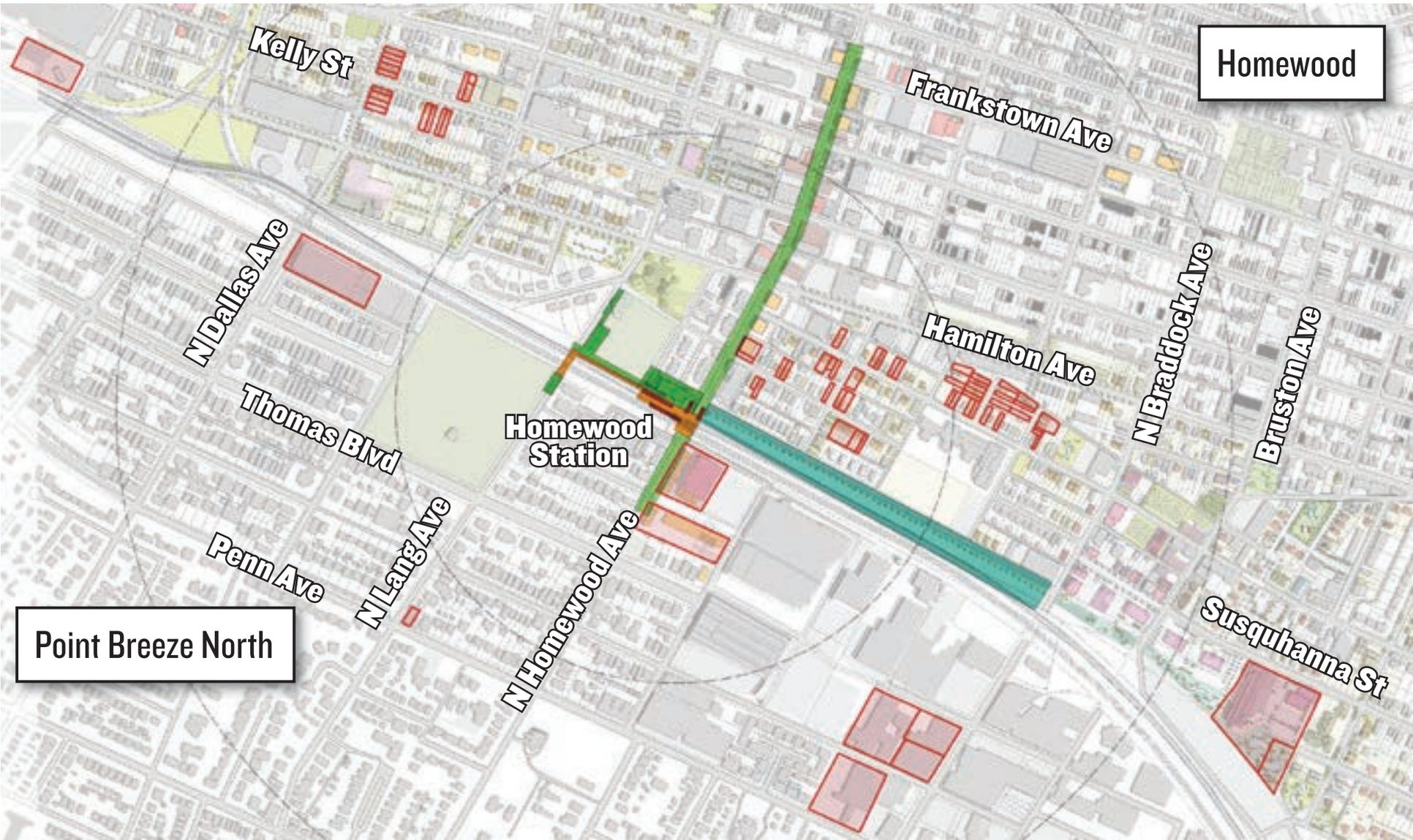
Priority Public Improvements Cost Estimate

TRID Expanded Public Improvements

Station Improvements (partial)	\$2.8 Million
Lang Pedestrian Connection	\$2.1 Million
Homewood Streetscape	\$1.8 Million
Finance Streetscape	\$1.0 Million
Total	\$7.7 Million

Likely Development Scenario

 Likely Site



Likely Development - Key Sites

 Likely Site



540 N. Homewood - Housing & Retail



540 N. Homewood

Homewood Station

Hamilton Ave

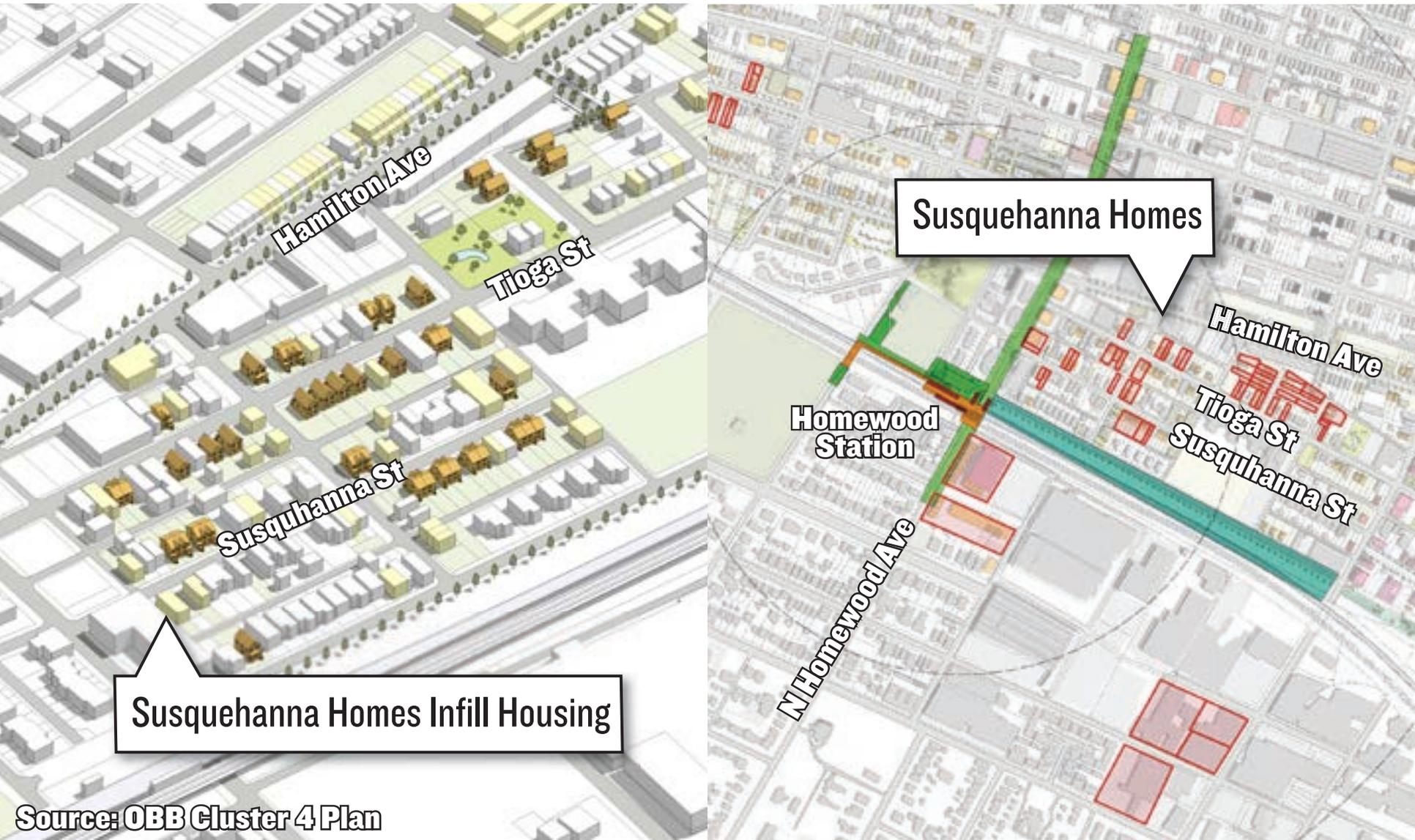
Tioga St

Susquhanna St

N Homewood Ave

Likely Development - Key Sites

 Likely Site



Susquehanna Homes Infill Housing

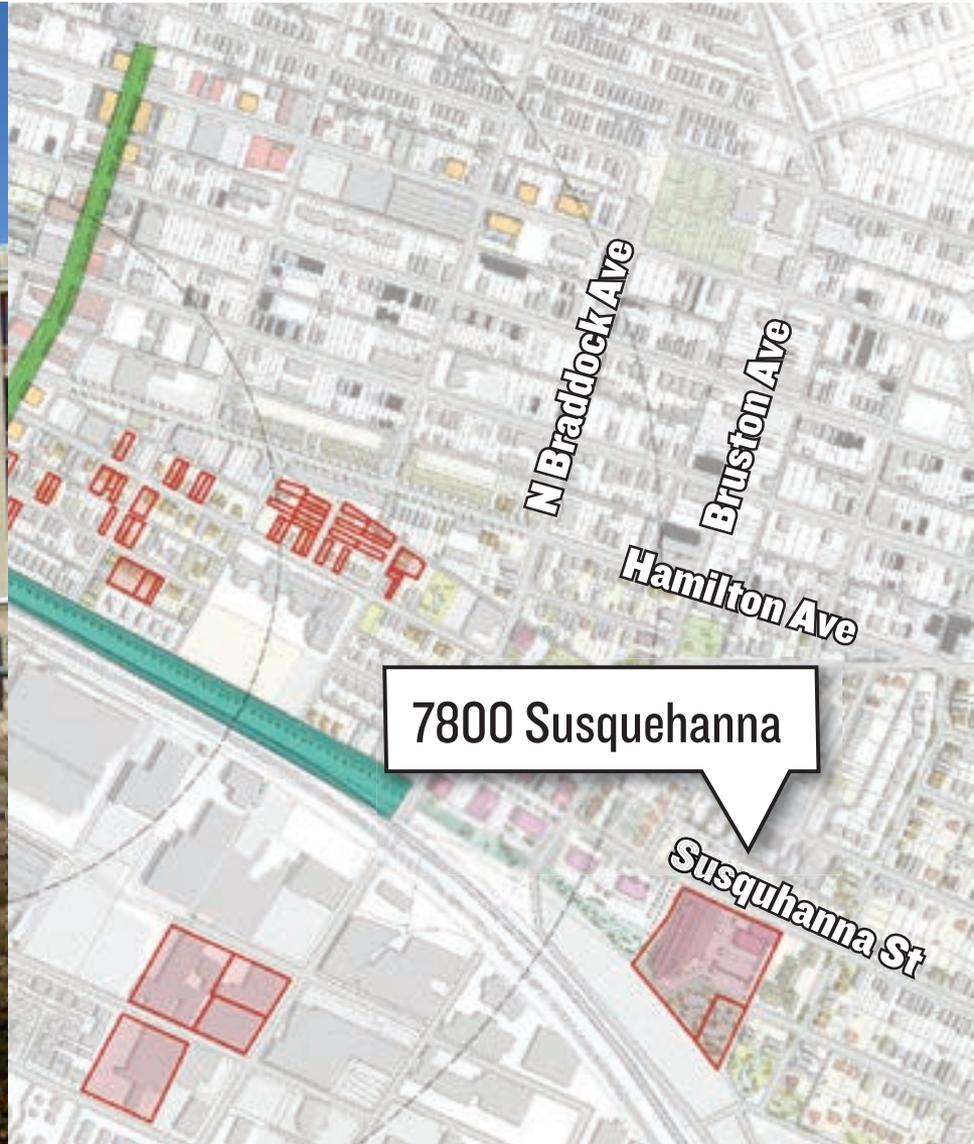
Susquehanna Homes

Likely Development - Key Sites

 Likely Site



7800 Susquehanna - Industrial & Job Training



Likely Development - Key Sites

 Likely Site

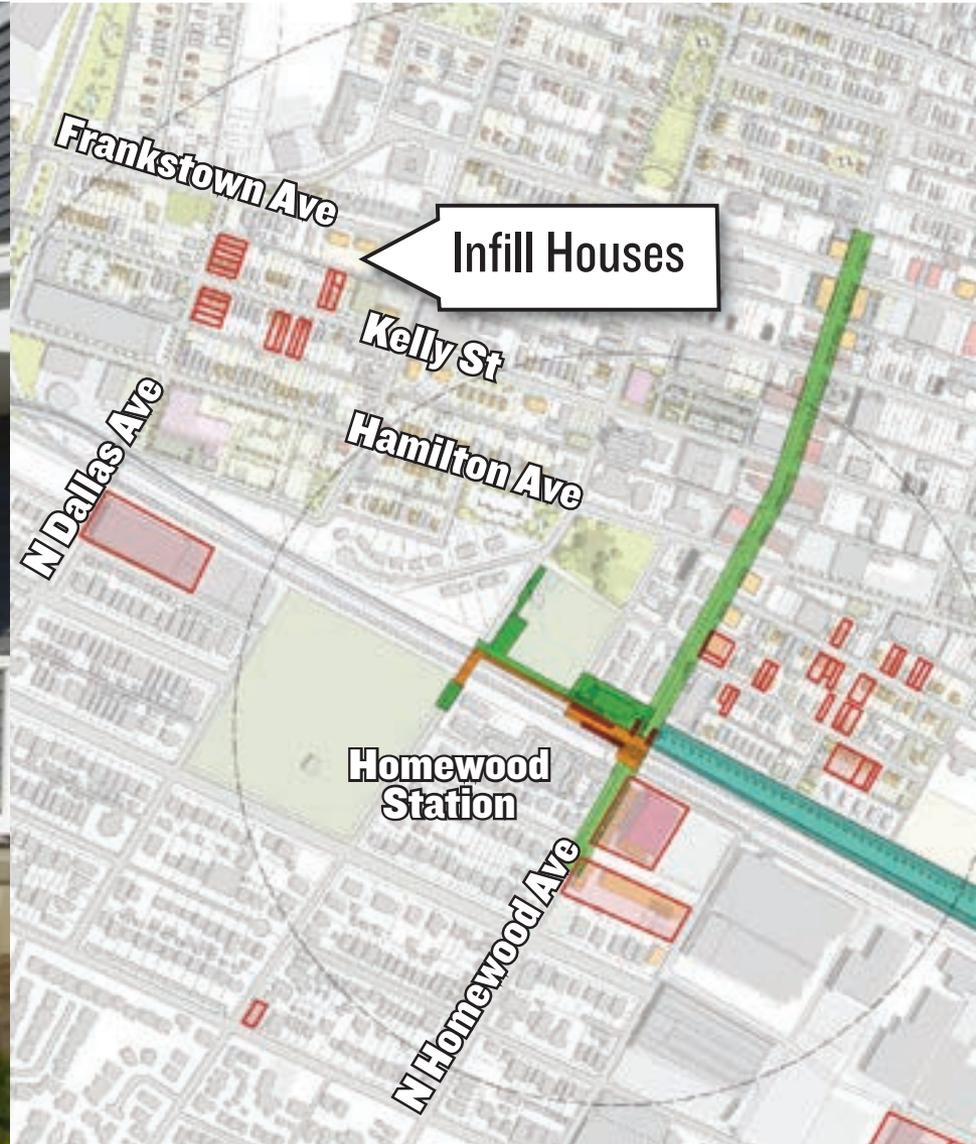


Likely Development - Key Sites

 Likely Site



Kelly Street Infill Houses (Comparable Example)



Likely Development - Key Sites

 Likely Site



Firehouse - Renovated Office Use

Firehouse

Likely Development Scenario

 Likely Site



Homewood

Hamilton Ave

Susquahanna St

Finance St

N Lexington Ave

N Homewood Ave

McPherson Blvd

Existing Station

Stargell Field

N Lang Ave

226 ft

Existing Conditions

Point Breeze North



Homewood

Susquehanna Homes

Lexington Lots

540 N. Homewood

Station Upgrade

Point Breeze North

Hamilton Ave

Susquehanna St

Finance St

N Lexington Ave

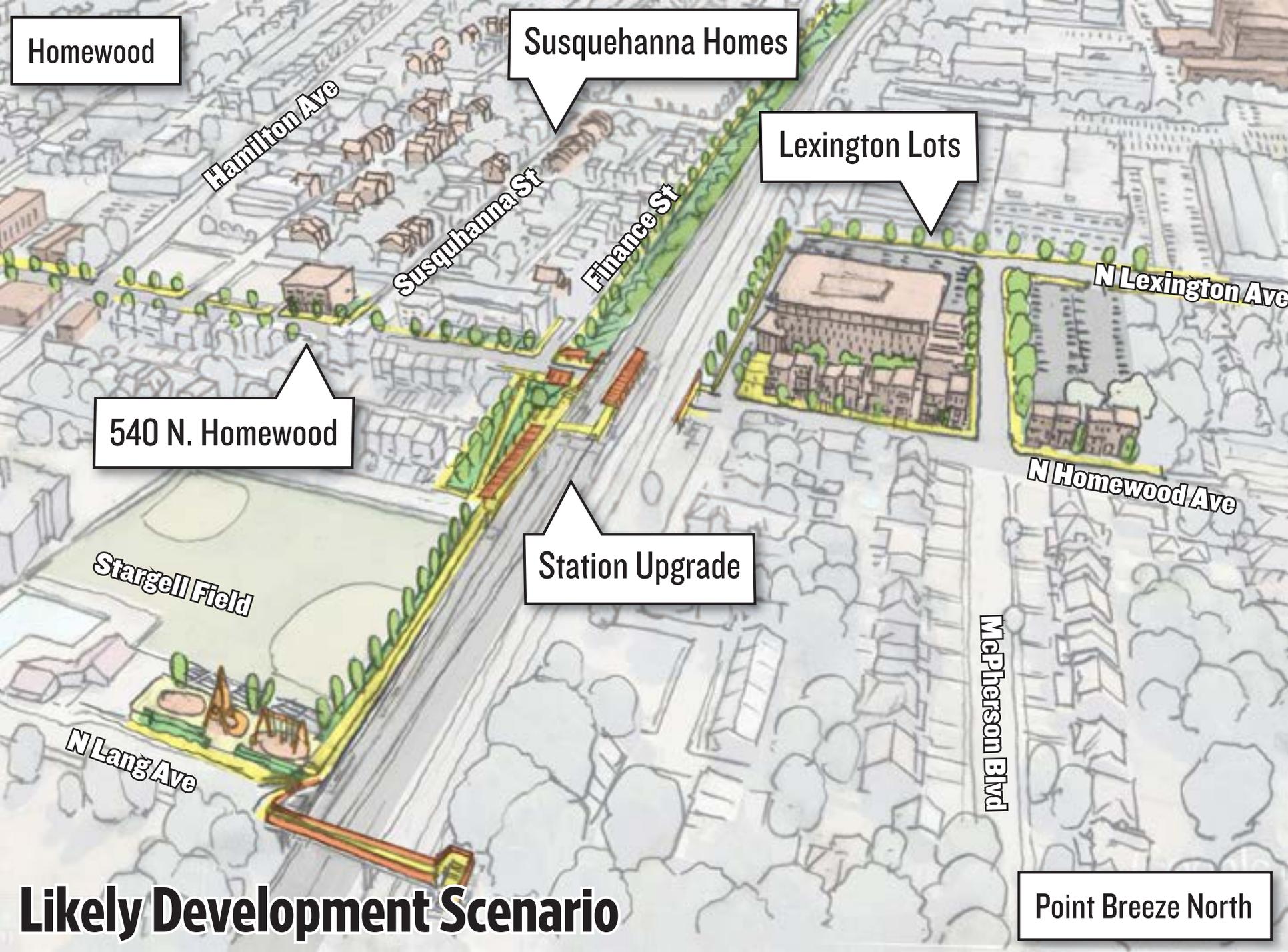
N Homewood Ave

McPherson Blvd

Stargell Field

N Lang Ave

Likely Development Scenario



Scenario 2 - Enhanced Development

- **Expands the list of public improvements**
- **Adds additional possible development sites suggested in existing plans (mostly on publicly owned vacant land)**
- **Focus on expanding the development potential of the Lexington Technology Park and surrounding buildings**

Expanded Public Improvements

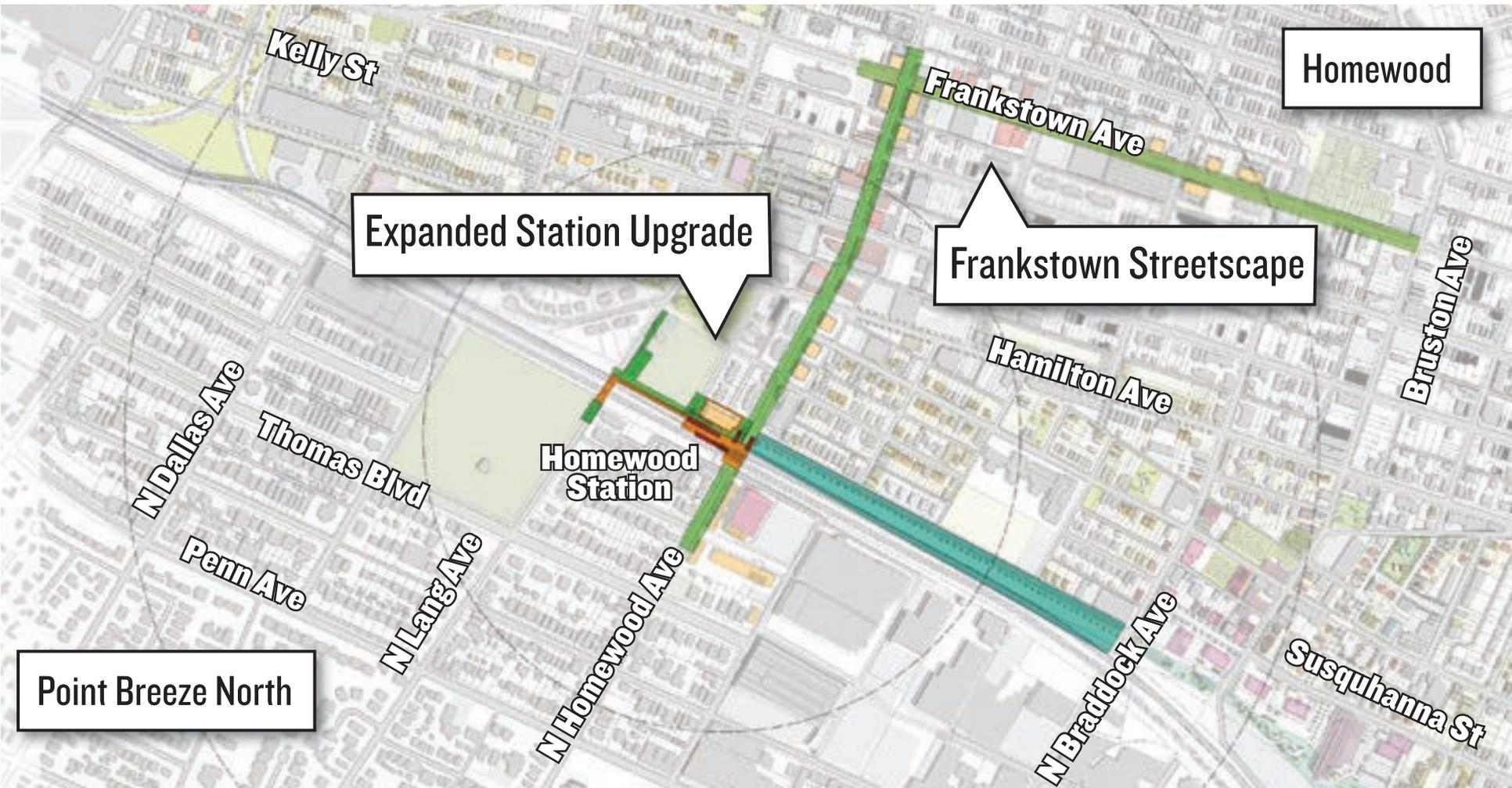


Point Breeze North

Homewood

Complete Station Improvements Cost Estimate: \$5.8 Million

Expanded Public Improvements



Point Breeze North

Homewood

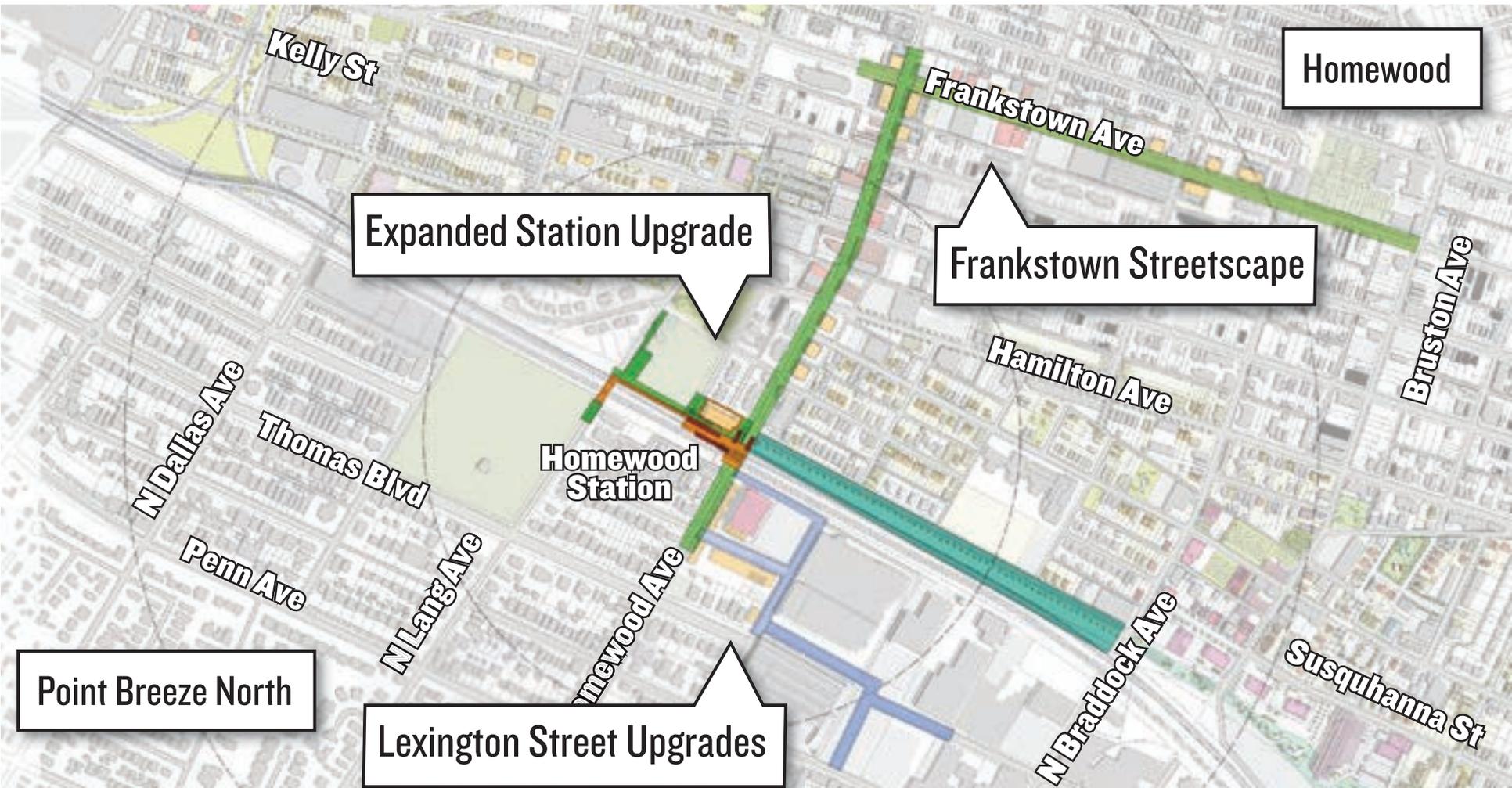
Expanded Station Upgrade

Frankstown Streetscape

Frankstown Streetscape

Cost Estimate: \$1.2 Million

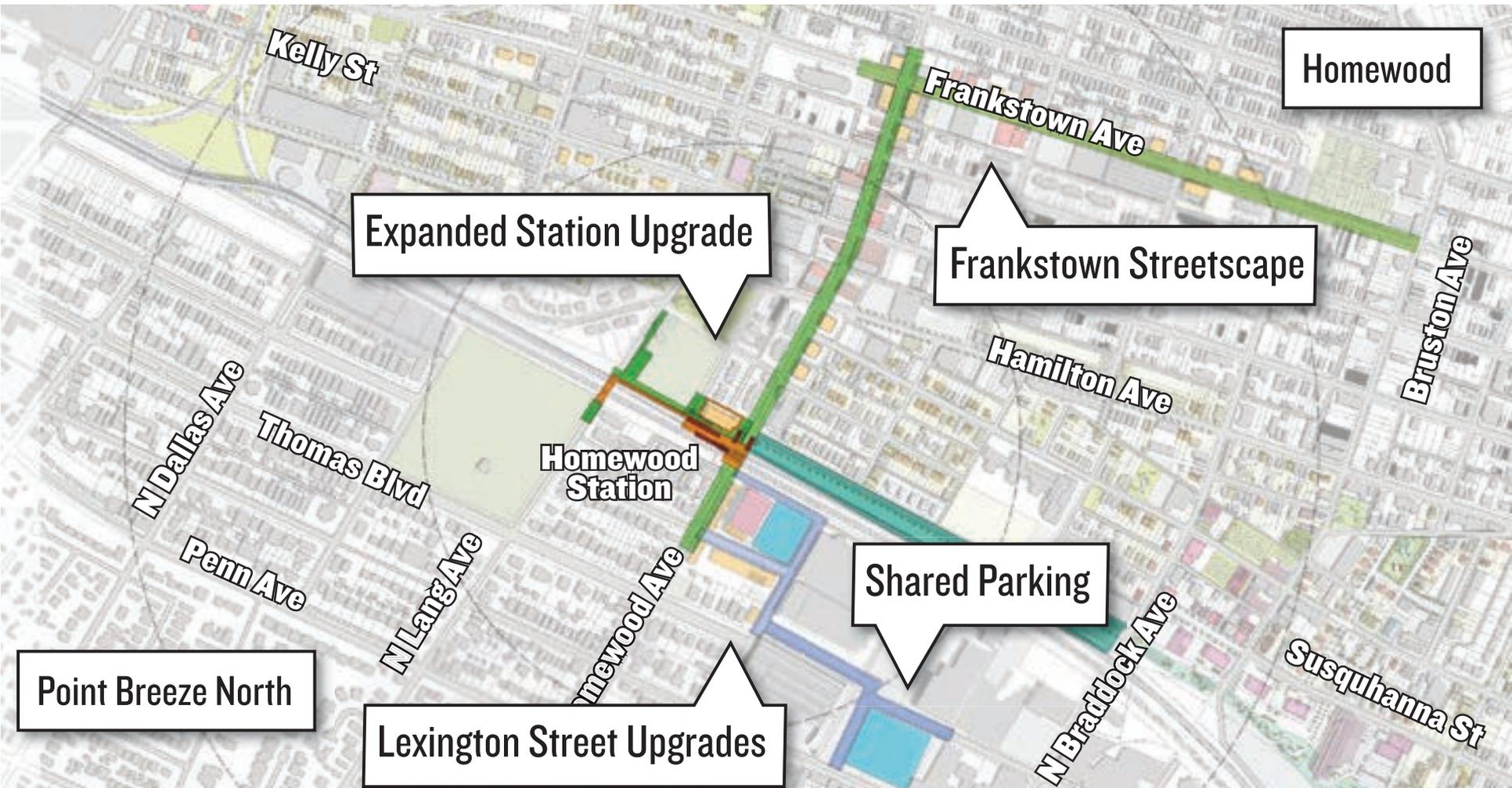
Expanded Public Improvements



Lexington Street Upgrades

Cost Estimate: \$2.0 Million

Expanded Public Improvements



Homewood

Expanded Station Upgrade

Frankstown Streetscape

Shared Parking

Lexington Street Upgrades

Point Breeze North

Shared Parking Facilities

Cost Estimate: \$25.0 Million

Expanded Public Improvements Cost Estimate

TRID Expanded Public Improvements

Station Improvements (complete) \$5.8 Million

Lang Pedestrian Connection \$2.1 Million

Homewood Streetscape \$1.8 Million

Finance Streetscape \$1.0 Million

Frankstown Streetscape \$1.2 Million

Lexington Street Upgrades \$2.0 Million

Shared Parking Facilities \$25.0 Million

Total \$38.9 Million

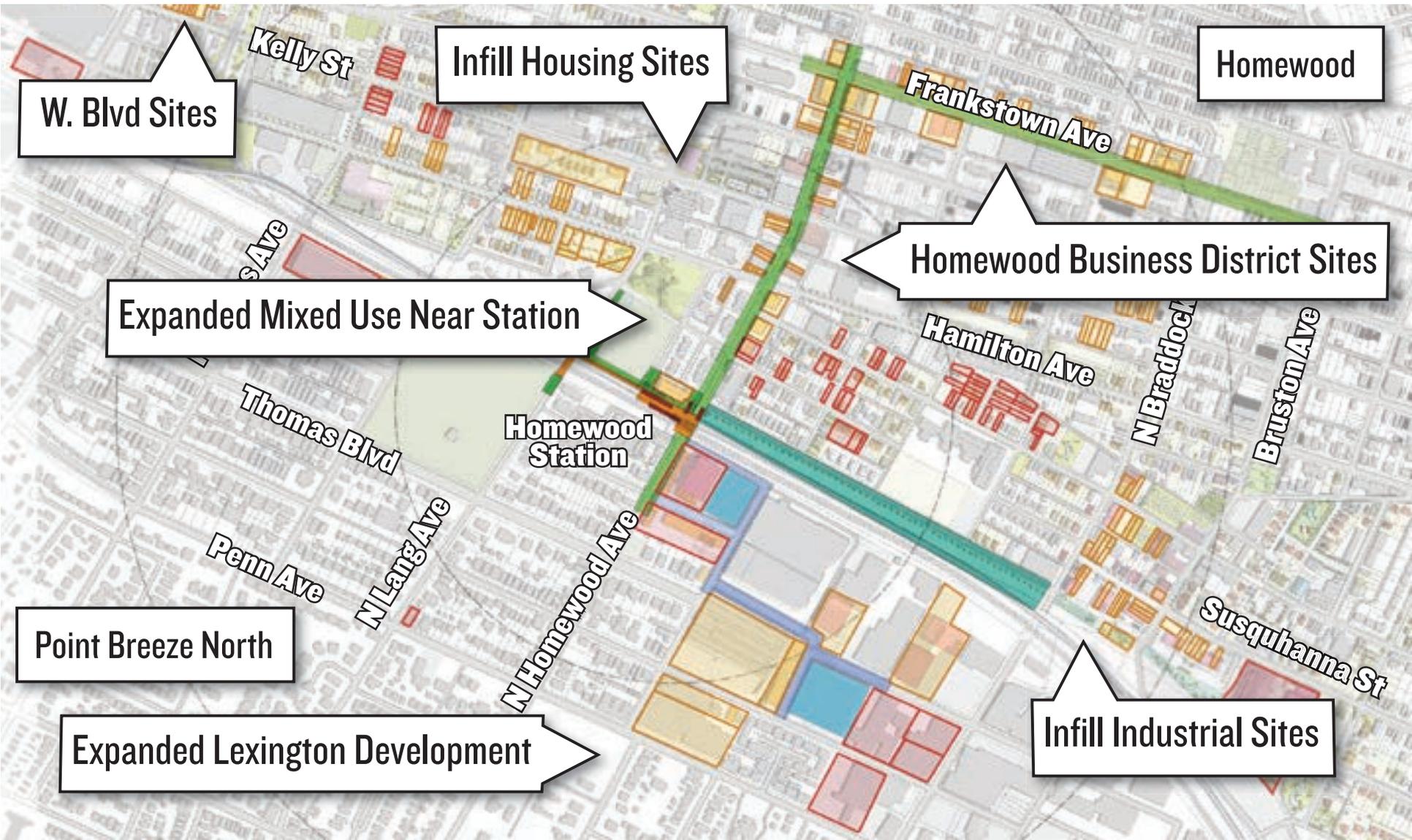
Likely Development Scenario

- Likely Site
- Additional Possible Site



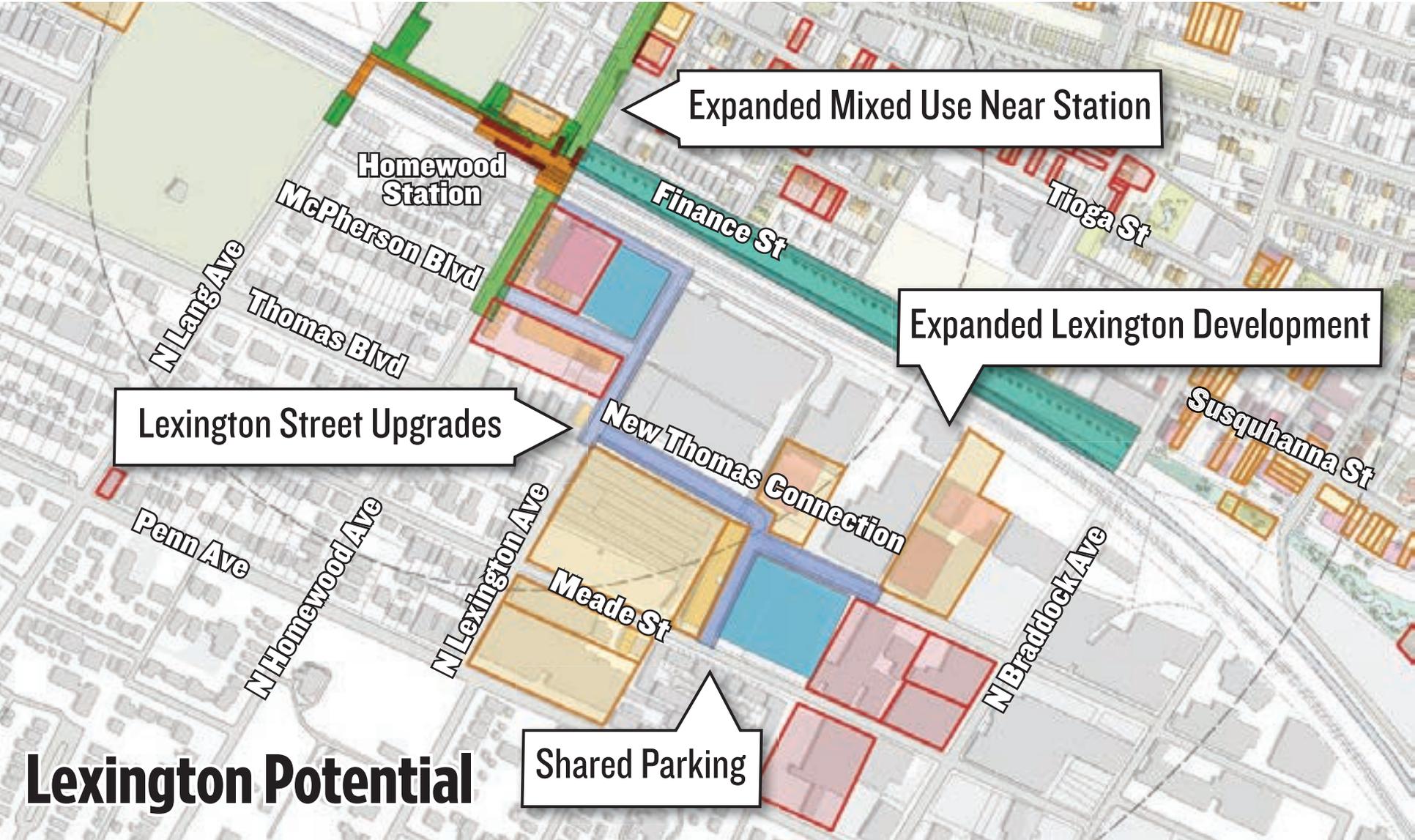
Enhanced Development Scenario

-  Likely Site
-  Additional Possible Site



Enhanced Development Scenario

-  Likely Site
-  Additional Possible Site



Homewood

Susquehanna Homes

Lexington Lots

540 N. Homewood

Station Upgrade

Point Breeze North

Hamilton Ave

Susquehanna St

Finance St

N Lexington Ave

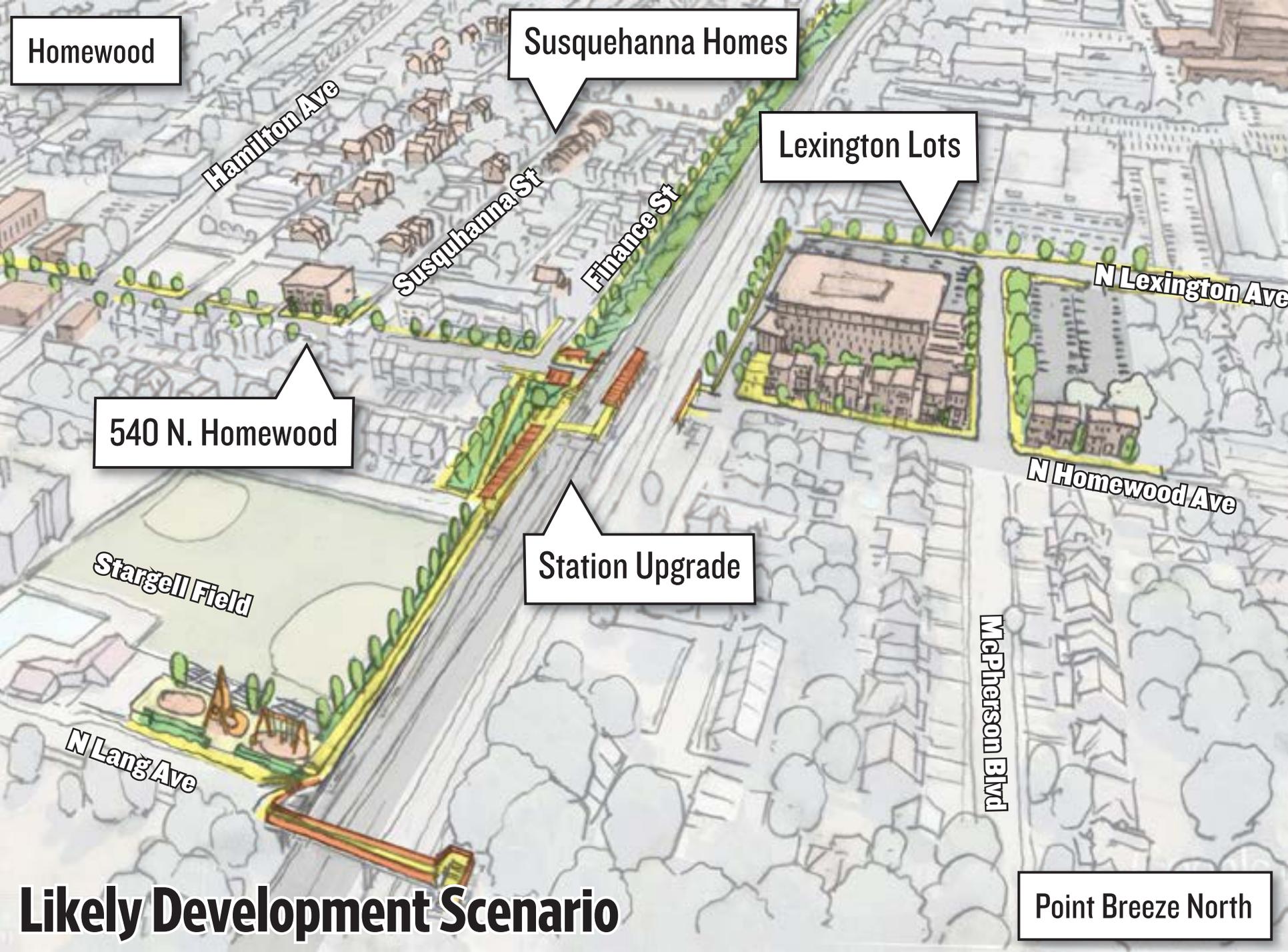
N Homewood Ave

Stargell Field

N Lang Ave

McPherson Blvd

Likely Development Scenario



Homewood

Hamilton Ave

Susquhanna St

Finance St

Expanded Lexington Development

N Lexington Ave

Expanded Mixed Use Near Station

N Homewood Ave

Station Upgrade

Stargell Field

McPherson Blvd

N Lang Ave

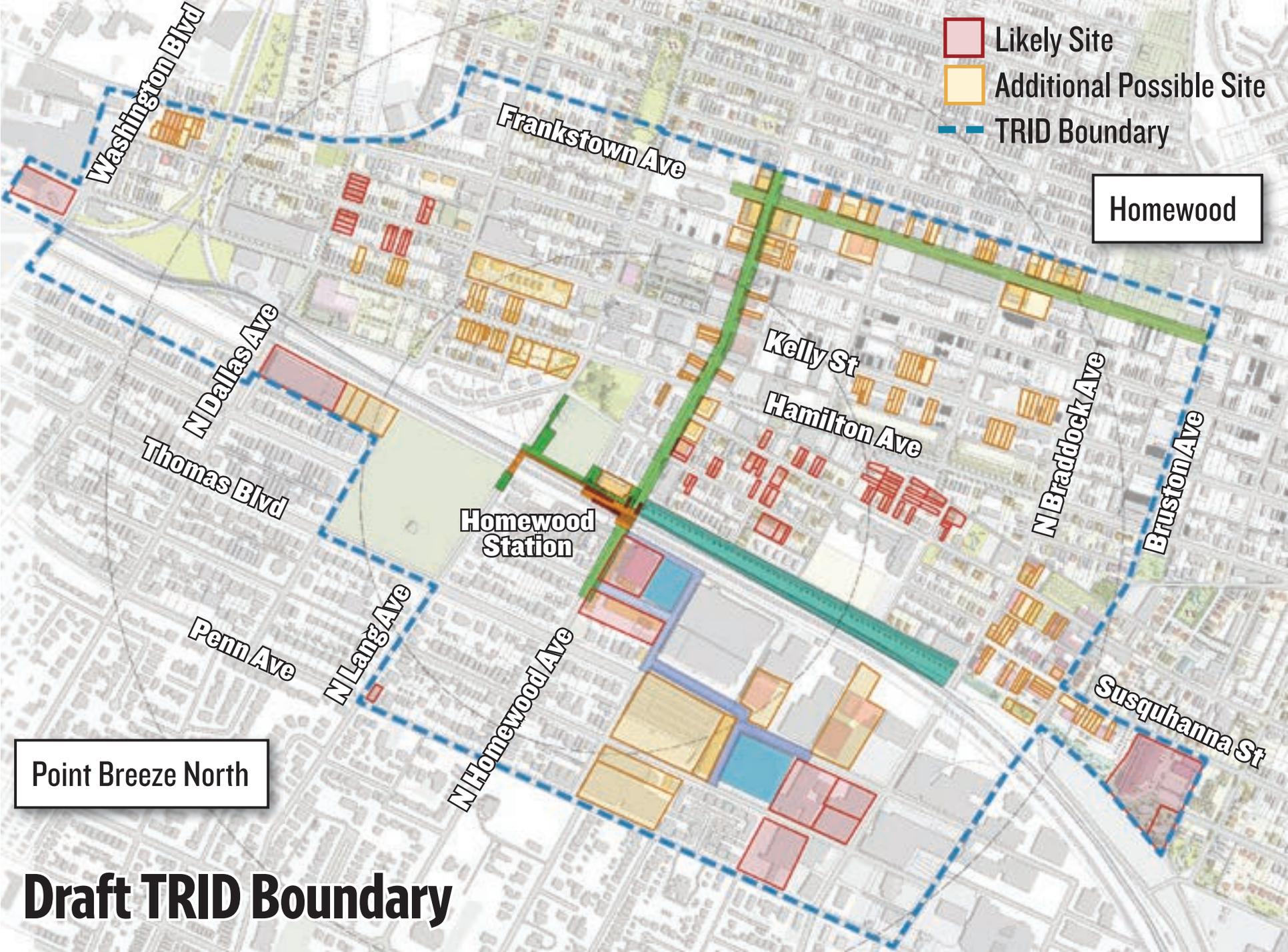
Enhanced Development Scenario

Point Breeze North



Draft TRID Boundary

- **Captures public improvements & development projects contributing to TRID fund**
- **Captures development sites in both expected & enhanced scenarios**
- **Does not impact other properties within the boundary**



- Likely Site
- Additional Possible Site
- TRID Boundary

Homewood

Point Breeze North

Draft TRID Boundary

Washington Blvd

Frankstown Ave

N Dallas Ave
Thomas Blvd

Penn Ave

N Lang Ave

N Homewood Ave

Homewood Station

Kelly St

Hamilton Ave

N Braddock Ave

Bruston Ave

Susquhanna St

TRID Feasibility

Estimated Real Estate Tax Increment

Development	Estimated Annual Taxes Available for TRID	20-Year Present Value
Likely Scenario	\$220,300	\$2,028,400
Possible Additional	\$316,600	\$2,850,800
Potential Combined (Enhanced Scenario)	\$536,900	\$4,879,200

Balancing TRID projects and TRID funds

Likely Scenario:

Top Priority Public Improvements & Likely Development

TRID Top Priority Public Improvements

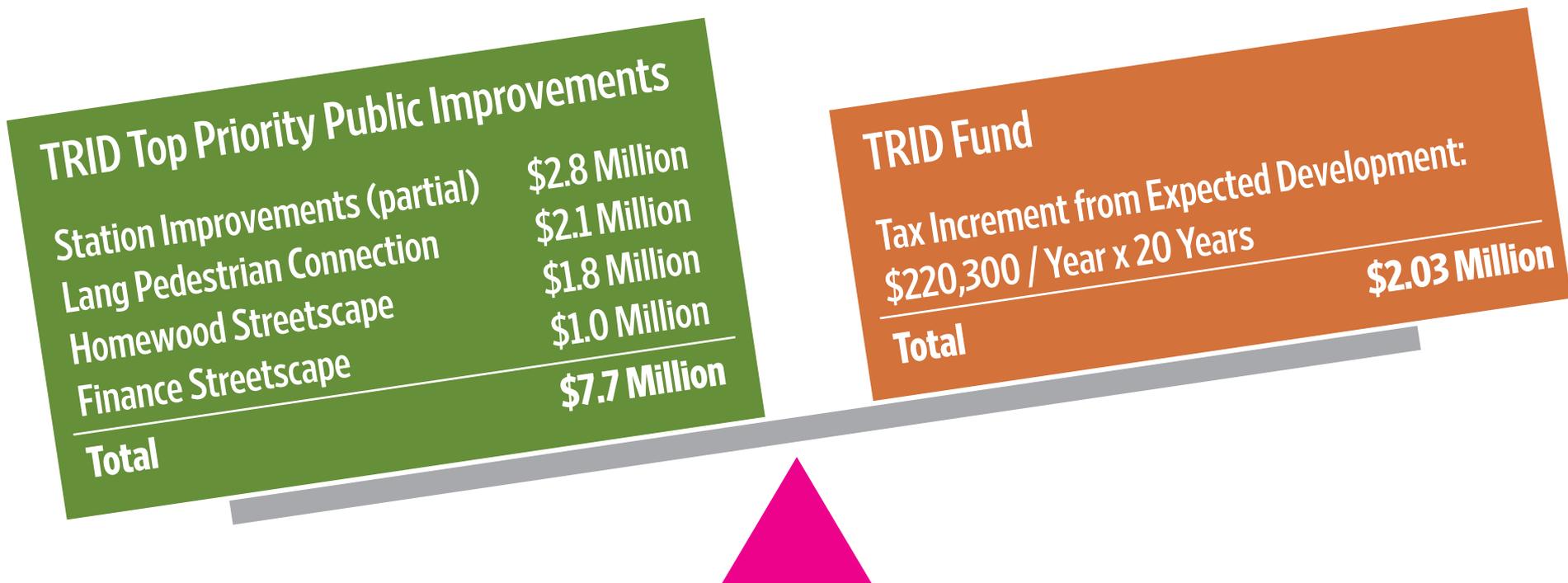
Station Improvements (partial)	\$2.8 Million
Lang Pedestrian Connection	\$2.1 Million
Homewood Streetscape	\$1.8 Million
Finance Streetscape	\$1.0 Million
Total	\$7.7 Million



Balancing TRID projects and TRID funds

Likely Scenario:

**Top Priority Public Improvements
& Likely Development**



Balancing TRID projects and TRID funds

Likely Scenario:

Top Priority Public Improvements & Likely Development

TRID Top Priority Public Improvements

Station Improvements (partial)	\$2.8 Million
Lang Pedestrian Connection	\$2.1 Million
Homewood Streetscape	\$1.8 Million
Finance Streetscape	\$1.0 Million
Total	\$7.7 Million

Possible Additional Sources

Federal – TIGER, EDA	
State – Multimodal, RACP, TIIF	
Region – CMAQ	
County – CITF, GEDF, CDBG	
Local – Capital budgets, Foundations	
Total	\$5.67 Million

TRID Fund

Tax Increment from Expected Development: \$220,300 / Year x 20 Years	
Total	\$2.03 Million



Balancing TRID projects and TRID funds

Enhanced Scenario:

Likely + Possible Development & Expanded Public Improvements

TRID Expanded Public Improvements

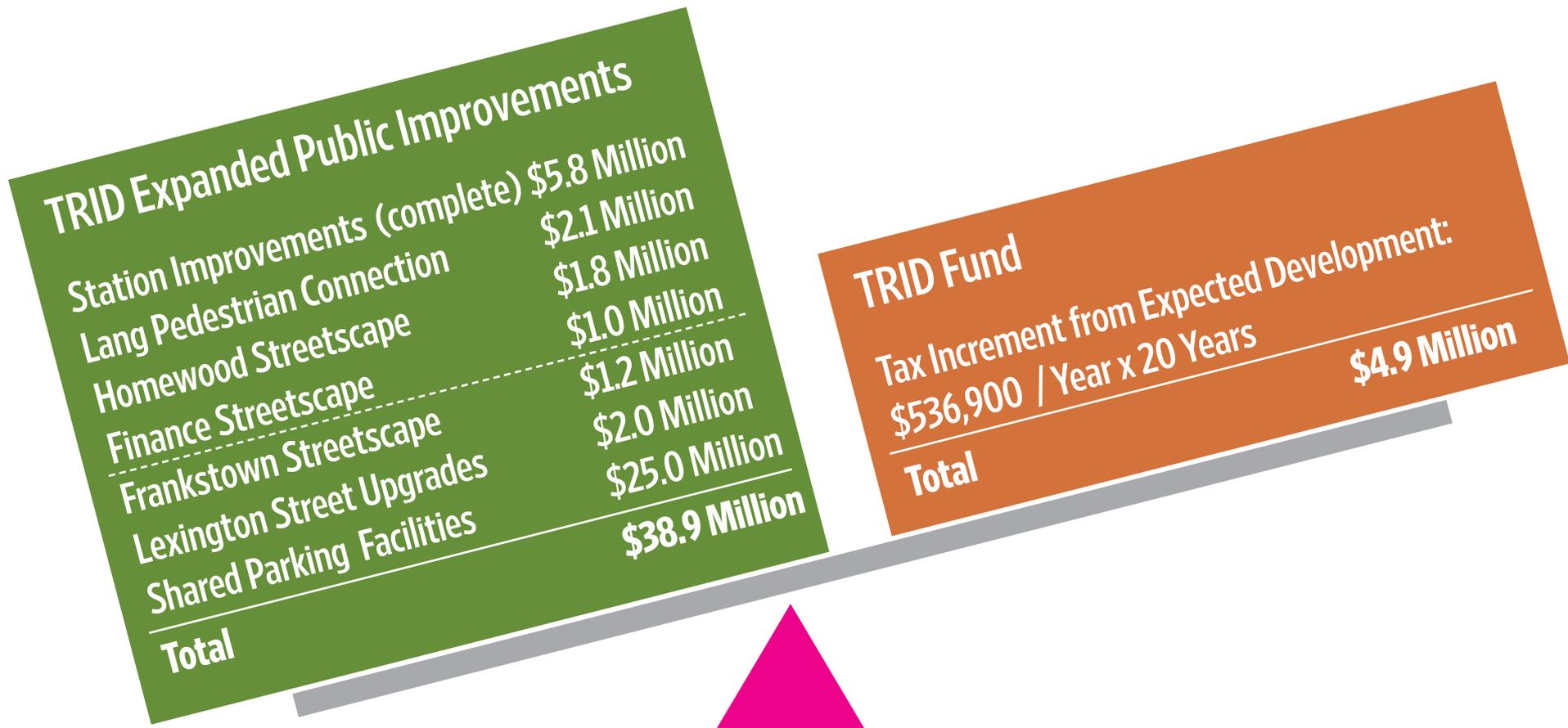
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Frankstown Streetscape	\$1.2 Million
Lexington Street Upgrades	\$2.0 Million
Shared Parking Facilities	\$25.0 Million
Total	\$38.9 Million



Balancing TRID projects and TRID funds

Enhanced Scenario:

Likely + Possible Development &
Expanded Public Improvements



Balancing TRID projects and TRID funds

Enhanced Scenario:

Likely + Possible Development & Expanded Public Improvements

TRID Expanded Public Improvements

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Lexington Street Upgrades	\$2.0 Million
Shared Parking Facilities	\$25.0 Million
Total	\$38.9 Million

Possible Additional Sources

Federal – TIGER, EDA

State – Multimodal, RACP, TIF

Region – CMAQ

County – CITE, GEDF, CDBG

Local – Capital budgets, Foundations

Total **\$34 Million**

TRID Fund

Tax Increment from Expected Development:
\$536,900 / Year x 20 Years

Total **\$4.9 Million**



Possible Additional Funding Sources

- **Federal – Transportation Investment Generating Economic Recovery (TIGER), Economic Development Administration Grants (EDA)**
- **State – Multimodal Transportation Funds (MTF), Redevelopment Assistance Capital Program (RACP), Transportation Infrastructure Investment Fund (TIIF)**
- **Region – Congestion Mitigation Air Quality (CMAQ)**
- **County – Community Infrastructure & Tourism Fund (CITF), Gaming Economic Development Fund (GEDF), Community Development Block Grant (CDBG)**
- **Local – Capital budgets, Foundations**

Preliminary Recommendations

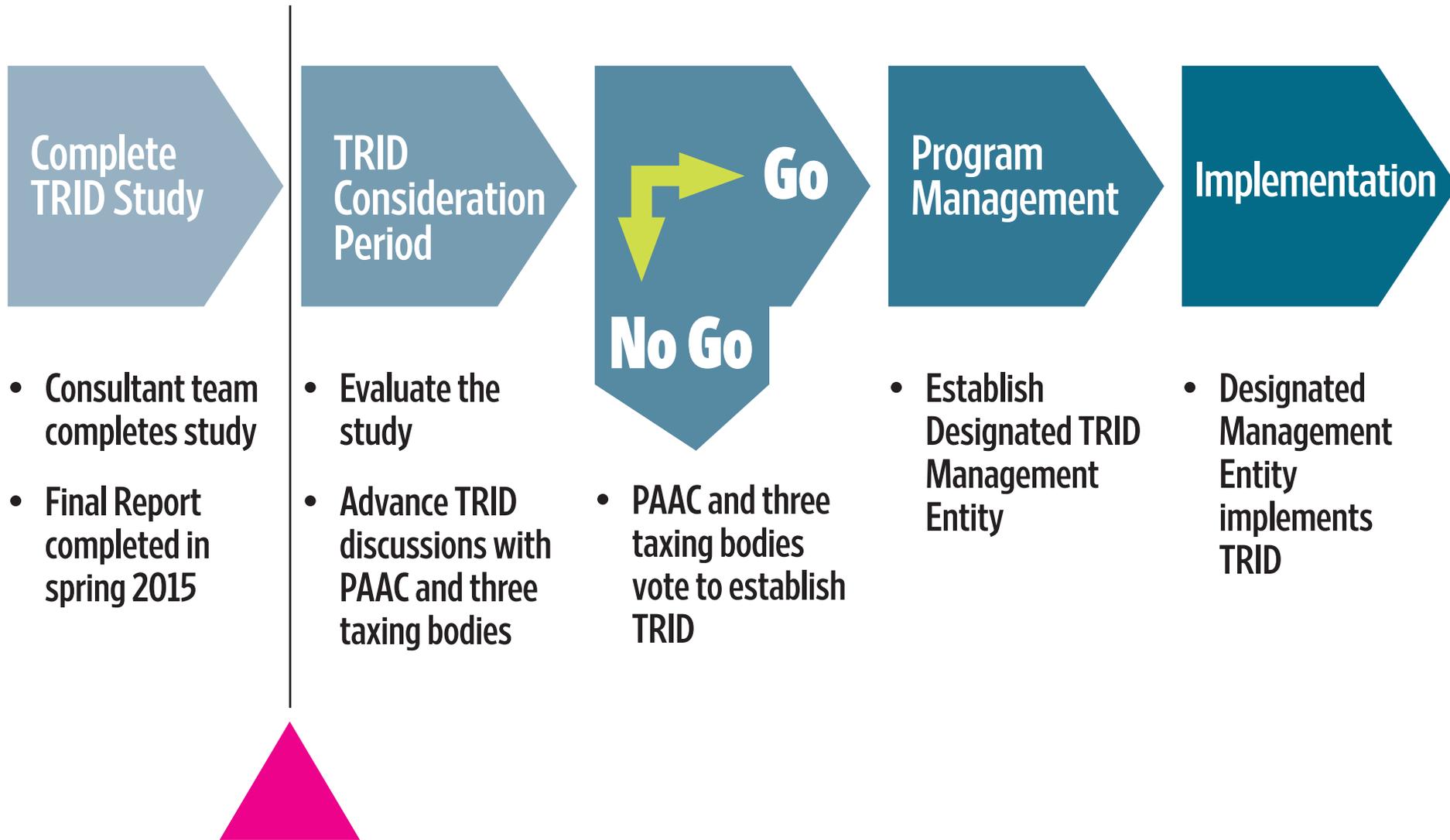
- **The Study Revealed...**
- **The district is experiencing public and market-driven development interest**
- **Real estate tax increment forecasts show the ability to generate TRID revenue**
- **TRID revenue will need to be supplemented by other funding sources**
- **Monitor development activity and consider implementing TRID**

Next Steps

Where We Are Today

- **This is third and final public meeting for this study**
- **Consultants will complete study for URA**
- **URA will use final report to advance discussions about the feasibility of applying for a TRID**
- **Stay Informed... www.ura.org**

Advancing the TRID Discussion



Panel Questions and Answers